The Hong Kong Daily Press.

No. 8889 第八千八百八十九號 光緒十二年五月二十四日 HONGKONG, FRIDAY, JUNE 25TH, 1886. 禮拜五 香港英六月二十五號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

June 24, HANGCHOW, British steamer, 999, Robinson, Whampoa 24th June, General.—BUTTERFIELD & SWIRE.

June 24, SAGHALIEN, French steamer, 4,036, Homery, Marseilles 23rd May, Port Said 2 th, Suez 30th, Aden 3rd June, Colombo 11th, Singapore 16th, and Saigon 21st, Mailsand General.—MESSAGERIES MARITIMES.

June 24, CELTIC MONARCH, British str., 1,398, J. Hitditch, New York 27th April, General.—GIBB, LIVINGSTON & Co.

June 24, WINGSANG, British steamer, 1500, St. Croix, Calcutta 8th June, via Penang and Singapore 18th, Opium and General.—JARDINE, MATHESON & Co.

June 24, AMOY, British steamer, 815, Kohler, Whampoa 24th June, General.—SIEMSSEN & Co.

June 24, MEDUSA, Austro-Hungarian steamer, 1,797, E. Perini, Triesta, and Singapore 13th June, General.—AUSTRO-HUNGARIAN LLOYD'S S. N. Co.

June 24, IDUNA, German str., 297, N. Enke, Tamsui, Amoy, and Swatow 23rd June, General.—C. M. S. N. Co.

June 24, MELITA, German steamer, 339, Morck Haiphong 21st June, General.—A. R. MARTY.

June 24, INAYMAS, German bark, 306, M. Krag, Freemantle 22nd May, Sandalwood.—SIEMSSEN & Co.

June 24, PAUL, German bark, 744, F. Honerloh, Bangkok 12th June, Rice and Timber.—SIEMSSEN & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 24TH JUNE.

Allie Rowe, Hawaiian brig, for Honolulu.
Iolani, British str., for Swatow.
Namoa, British str., for Swatow.
Mark Lane, British str., for Yokohama.
Hangchow, British str., for Swatow.
Glenlyon, British str., for Shanghai.
Fero, German str., for Newchwang.

DEPARTURES.

June 24, NAMOA, British str., for Coast Ports.
June 24, DJEMNAH, French str., for Europe.
June 24, ACTIV, Danish str., for Haiphong.
June 24, MARK LANE, British str., for Yokohama.
June 24, F. P. LITCHFIELD, Amr. bark, for Honolulu.
June 24, IOLANI, British str., for Swatow.
June 24, HANGCHOW, British str., for Swatow.

PASSENGERS.

ARRIVED.

Per *Wingsang*, str., from Calcutta, &c.—Messrs. Meyers and Rich, and 380 Chinese.

Per *Saghalien*, str., from Marseilles, &c.—For Hongkong.—Mr. and Mrs. von Bosé, Messrs. W. Humbert, Vignolle, and Deboissy, from Marseilles. From Colombo.—Mr. Planish. From Singapore.—Mrs. Alpen, Mr. Ty Too Lee and servant. From Saigon.—Mr. Marty, Rev. Dauvisbaure, Mrs. Greffe and infant, Mrs. Torche, 1 Japanese woman, and 116 Chinese. For Shanghai.—Mr. Dolbysheff, from Suez. For Yokohama.—Messrs. Tokuno and Kounoresaki, from Marseilles. From Saigon.—Mrs. Leonté and Mrs. Jorlis.

DEPARTED.

Per *Djemnah*, str., from Hongkong.—For Saigon.—Messrs. Cameron, Hugney, Ho Cu, and 5 Chinese. For Singapore.—Mr. W. Forrester. For Marseilles.—Dieut. L. S. M. d'Eca, Messrs. McIntosh, R. Merry, Dodd, Petersen, and Bark. From Shanghai.—For Marseilles.—H.E. Senor Salcedo (Spanish Minister), and Mrs. Salcedo, H.E. M. Cogordan (French Minister), Madame Cogordan and suite, Mr. and Mrs. Craven.

REPORTS.

The Austro-Hungarian steamer *Medusa*, from Trieste via Singapore 18th June, reports fine weather and variable wind throughout.

The British steamer *Wingsang*, from Calcutta 8th June, and Singapore 18th, reports fine weather with light S. and S.E. breeze throughout.

AMOY SHIPPING.

June— ARRIVALS.
17, Ling Feng, Customs str., from Foochow.
17, Namoa, British str., from Foochow.
17, Fokien, British str., from Hongkong.
17, Parthia, British str., from Shanghai.
17, Rapido, Italian cruiser, from Hongkong.
18, Haiphong, British str., from Hongkong.
18, Kwongsang, British str., from Swatow.
18, Leesang, British str., from Shanghai.
19, Anton, German str., from Hongkong.

June— DEPARTURES.
16, Zafiro, British str., for Manila.
17, Hailoong, British str., for Hongkong.
17, Fokien, British str., for Tamsui.
17, Namoa, British str., for Swatow.
18, Ling Feng, Customs str., for Swatow.
18, Chateaubriand, British bark, for N'chwang.
18, Haiphong, British str., for Foochow.
18, Kwongsang, British str., for Shanghai.
19, Norway, Norwegian bk., for Victoria, V.I.

FOOCHOW SHIPPING.

June— ARRIVALS.
12, Charley, British bark, from Amoy.
12, Fu yew, Chinese str., from Shanghai.
12, Namoa, British str., from Hongkong.
13, Tannadice, British str., from Hongkong.
15, Diomed, British str., from Shanghai.
15, Nanzing, British str., from Shanghai.
16, Rambler, British g-b., from a cruise.
17, Thales, British str., from Hongkong.
17, Woosung, British str., from Hongkong.

June— DEPARTURES.
13, Tamsui, British str., for New Zealand.
14, Ling Feng, Customs str., for Amoy.
15, Fu-yew, Chinese str., for Shanghai.
15, Guthrie, British str., for Australia.
16, Albatross, British g-b., for a cruise.
16, Namoa, British str., for Hongkong.
16, Pathan, British str., for Melbourne.
16, Oopack, British str., for Shanghai.
16, Else, German sch., for Tientsin.
17, Diomed, British str., for London.
18, Francisca, German sch., for Tientsin.

SHANGHAI SHIPPING.

June— ARRIVALS.
13, Ichang, British str., from Ningpo.
13, Pekin, British str., from Hankow.
13, Ingeborg, British str., from Nagasaki.
13, Merionethshire, British str., from Kobe.
13, Oxus, French str., from Hongkong.
16, Chungking, British str., from Tientsin.
16, Chi-yuen, Chinese str., from Taku Bar.
16, Farragut, Amr. ship, from New York.

June— DEPARTURES.
13, Fuh Wo, British str., for Hankow.
13, W. C. de Vries, British str., for Hankow.
13, Pautah, Chinese str., for Chefoo.
13, El Dorado, British str., for Chefoo.
13, Nanzing, British str., for Foochow.
13, Diomed, British str., for London.
13, Ningpo, British str., for Hongkong.
14, Parthia, British str., for New York.
14, Ichang, British str., for Ningpo.
15, Chow-chow-foo, German str., for Amoy.
15, Hae-ting, Chinese str., for Tientsin.
15, Kiang-foo, Chinese str., for Hankow.
15, Kwang-lee, Chinese str., for Hongkong.
15, Kowshing, British str., for Chefoo.
15, Kiangteen, Chinese str., for Ningpo.
15, Espoir, British g-b., for Port Hamilton.
15, Tokio Maru, Japanese str., for Japan.
16, Cito, German str., for Nagasaki.
16, Amoy, British str., for Hongkong.
16, Haeshin, Chinese str., for Chefoo.
16, Pekin, British str., for Hankow.
16, Lee-sang, British str., for Amoy.
16, Ichang, British str., for Ningpo.

INTIMATION.

SPECIALITIES

WARREN'S PATENT

LADIES' SWIMMING COSTUMES,
LADIES' SWIMMING COSTUMES,
LADIES' SWIMMING COSTUMES.

MEN'S SWIMMING SUITS,
MEN'S SWIMMING SUITS,
MEN'S SWIMMING SUITS.

MEN'S SWIMMING DRAWERS,
MEN'S SWIMMING DRAWERS,
MEN'S SWIMMING DRAWERS,

in new registered designs and a good variety of styles, all of which give perfect freedom of movement.

LANE, CRAWFORD & Co.
Hongkong, 14th May, 1886. [26

W. BREWER HAS JUST RECEIVED

5,000 Vols. of Seaside Library.
Humboldt Library, Deutche Library and other Cheap Summer Reading.
New American Collections of Songs and Instrumental Music.
Japanese Life Love and Legend.
Queen's Regulations.
Military Sketching.
Military [illegible].
Military Topography, &c., &c.
Legal Hand Books, Wills, Probate, Insurance.
Pole, Cavendish, and Clay on Whist.
Sim's Dagonet Ballads.
A great variety of Photo Albums.
Lamp Shades.
Ladies' Garden Tools.
Great Quantity of New Children Toys, Dolls, and Picture Books.
Sweet Caporal Cigarettes.
The Ramshaw Tennis Shoes.

W. BREWER, Queen's Road,
UNDER HONGKONG HOTEL. [25

KELLY & WALSH, LIMITED,

Wolseley's Soldier's Pocket Book—New Ed.
Froude's Oceana—Cheap Edition.
Mrs. Howard Vincent's 40,000 Miles Over Land and Water.
Scholl's Phraseological Dictionary of Commercial Correspondence in French, English, German, and Spanish—(Invaluable to all engaged in Foreign Correspondence).
A quantity of New French Novels by Daudet, Zola, Mdme. Colombier, &c.
Valdez's Portuguese and English Dictionary.
New Japanese Picture Story Books.
Japanese Caricature Sketches.
Fowler's Hand Book on Oil Painting.
Letters of Charles Lamb.
Colonial Office List 1886.
Foreign Office List 1886.
The Statesman's Year Book 1886.
New Scrap Albums for Photographic Views.
Seddon's The Builders Work and the Building Trows.
Box's Practical Treatise on Heat.
Forbes' Hindustani Manual.
Very's Navies of the World.
Penley's Sketching from Nature in Water Colours.
Another Shipment of Sweet Caporal Cigarettes.
Letter Scales—Parcel Post Scales.
A splendid Lot of Briar Root and Meerschaum Pipes and Bowls.
New Stock of English-made Account Books.

KELLY & WALSH, LD., HONGKONG.
24]

FIFTH AND FINAL DRAWING.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that in conformity with the Conditions under which the DEBENTURES of the above Company were issued, the following Numbers of Debentures, to be paid off in Hongkong on the 30th day of June instant, when the Interest thereon will Cease to be payable, were on this 4th day of June instant DRAWN at the Office of Messieurs JARDINE, MATHESON AND COMPANY, the General Agents of the Company, in the presence of the undersigned Notary.

THE NUMBERS OF DEBENTURES DRAWN ARE:—

6	13	14	16	23	28	29
30	34	35	36	37	40	49
60	66	67	72	80	85	86
100	104	105	107	108	109	129
132	133	147	151	152	154	161
164	172	175	179	180	185	193
200	208	215	224	225	234	237
248	251	258	261	274	275	279
280	290	292	299	301	308	314
320	325	327	329	331	336	343
344	345	349	365	366	368	370
371	373	380	388	395	399	400
401	405	406	400	413	415	422
423	429	436	441	443	447	457
458	461	464	471	472	473	479
480	481	486	487	490	492	496
498	504	507	517	518	523	527
530	533	535	540	543	544	545
548	553	567	568	569	571	573
574	575	581	588	590	594	599

The above DEBENTURES will be paid at the OFFICE of the undersigned GENERAL AGENTS on and after the 30th June instant.

For the CHINA SUGAR REFINING COMPANY, LIMITED.
JARDINE, MATHESON & Co.,
General Agents.

Countersigned,
VICTOR H. DEACON,
Notary Public,
Hongkong, 4th June, 1886. [1141

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOKS of this Company will be CLOSED from the 12th until the 28th instant, both days inclusive.

HENRY R. H. MARTIN,
Manager.
Hongkong, 12th June, 1886. [1176

HONGKONG HOTEL COMPANY, LIMITED.

IN accordance with SPECIAL RESOLUTION No. 2, passed on 5th May, 1883, and confirmed on 21st idem, Notice is hereby given, that the Balance of $50 per Share on the 1,000 New Shares is payable at the HONGKONG AND SHANGHAI BANKING CORPORATION as follows:—

2nd Call of $25 on 29th June, 1886.
3rd Call of $25 on 30th June, 1886.

12 per Cent. Interest per Annum will be charged on all Calls Unpaid on and after 30th June, 1886.

SHAREHOLDERS will oblige by paying the TWO CALLS at the same time.

The TRANSFER BOOKS for New Shares will be CLOSED from 25th to 30th June, both days inclusive.

Hongkong, 1st June, 1886.
By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.
1108]

PROFESSOR GORDON,

THE ILLUSIONIST,

IS COMING.

SAVE YOUR MONEY.

Hongkong, 21st June, 1886. [1223

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL ....£2,000,000.
PAID UP ....£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager, Hongkong Branch.
Hongkong, 31st May, 1886. [7

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ....$7,500,000.
RESERVE FUND ....4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS ....500,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
Chairman—A. McIVER, Esq.
Deputy Chairman—M. GROTE, Esq.
J. Bell-Irving, Esq. | H. Hoppius, Esq.
C. D. Bottomley, Esq. | E. H. M. Huntington, Esq.
H. L. Dalrymple, Esq. | Hon. A. P. McEwen.
W. H. F. Darby, Esq. | Hon. F. D. Sassoon.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.
Hongkong, 11th June, 1886. [5

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, 8th May, 1885. [6

INTIMATIONS.

NOTICE.

ON and after 1st July next the COST OF STAMPS on all DRAFTS issued by the Undersigned Banks will have to be paid for by the Purchasers.

FOR THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
JOHN THURBURN,
Manager, Hongkong.

FOR THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

FOR THE COMPTOIR D'ESCOMPTE DE PARIS,
C. C. INCHBALD,
Agent.

FOR THE NEW ORIENTAL BANK CORPORATION, LIMITED,
H. A. HERBERT,
Manager, Hongkong.
Hongkong, 10th June, 1886. [1167

HONGKONG HOTEL "ROTISSERIE."

IN connection with the HONGKONG HOTEL the above is now Open from 7 A.M. to MIDNIGHT.

REFRESHMENTS of every description supplied either Hot or Cold.

ICE CREAMS will be ready from NOON, every day.

LIST OF CHARGES will be found in the "ROTISSERIE," (next Door to Mr. BREWER'S BOOK STORE).

TERMS, CASH ONLY.

By Order,
L. HAUSCHILD,
Secretary,
Hongkong Hotel Company, Limited.
Hongkong, 5th June, 1886. [1140

STANDARD LIFE OFFICE.

INVESTED FUNDS................£6,466,527.

ENDOWMENT ASSURANCE POLICIES, SECURED PAYMENT POLICIES, RETIREMENT ANNUITY POLICIES — Are granted under liberal conditions as regards Rates, Non-forfeiture, Surrender, and Revival.

EVERY facility is afforded for despatch of Business. Premiums moderate. Proposal Forms on application.

THE BORNEO COMPANY, LIMITED,
Agents, Hongkong.
Hongkong, 20th April, 1886. [808—3

MONEY TO BE LENT ON MORTGAGE. Sums from $2,000 to $11,000.

Apply, by letter, to
V. Y.,
Daily Press Office.
Hongkong, 1st May, 1886. [914

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from Inspector OR LEY to Sell by Public Auction, on

MONDAY,

the 28th June, 1886, at NOON, at his Residence, No. 53, Wyndham Street,

THE WHOLE OF THE HOUSEHOLD FURNITURE, &c., Comprising:—

CRETONNE COVERED DRAWING ROOM SUITE, CENTRE and SIDE TABLES, MIRRORS, PICTURES, BOOK-SHELF and BOOKS.
TEAKWOOD EXTENSION DINING TABLE, SIDEBOARD and WHATNOTS, CARD TABLE, DINNER, DESSERT, and BREAKFAST SERVICES, GLASS and PLATED WARE.
DOUBLE IRON BEDSTEADS, IRON AND WOODEN COTS, WARDROBES, CHEST OF DRAWERS, TOILET TABLE and GLASS and WASHSTAND.
&c., &c., &c.

CATALOGUES will be issued.
TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 24th June, 1886. [1246

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction on

MONDAY,

the 28th day of June, 1886, at 3 P.M., at his Sales Rooms, Queen's Road,

(UNLESS PREVIOUSLY DISPOSED OF BY PRIVATE CONTRACT),

FOR ACCOUNT OF THE CONCERNED,

THE BRITISH STEAMER

"DAFILA,"

Of 552 Nett Register Tons or thereabouts, as she now lies off the Kowloon Dock.

The Vessel is classed at Lloyds A I and is of 99 Nominal Horse Power. The Vessel can be inspected and particulars of her Inventory, &c., can be obtained from the Undersigned.

The Vendors Reserve to themselves the right to bid either by themselves or their Agents.

TERMS OF SALE.—Cash on the fall of the Hammer, and the Vessel to be at the Purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 21st June, 1886. [1224

PUBLIC AUCTION.

THE Undersigned has received instructions from Captain LYALL, R.A., to Sell by Public Auction, on

TUESDAY,

the 29th June, 1886, at 2 P.M., at his Residence No. 1, Lower West Terrace,

THE WHOLE OF HIS HOUSEHOLD FURNITURE, &c., Comprising:—

CRETONNE COVERED DRAWING ROOM SUITE.
CENTRE & SIDE TABLES, CHIMNEY GLASS, OLEOGRAPHS, CHROMOS, CARPET, and HEARTH RUGS.
TEAK EXTENSION DINING TABLE, SIDEBOARD, WHATNOTS, and ARM CHAIRS, DINNER, DESSERT, and TEA SETS, GLASS and PLATED WARE.
IRON BEDSTEADS and IRON COT, WARDROBES, CHEVAL GLASS, TOILET TABLE and GLASS and WASHSTAND.
A COTTAGE PIANO, by J. BROADWOOD & SONS.
&c., &c., &c.

CATALOGUES will be issued.
TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 23rd June, 1886. [1236

FOR SALE.

TENDERS for the Purchase of the British Steamship

"DAFILA,"

552 Tons Net Register, 99 Horse Power, Nominal.
874 Tons Gross Register.

As she now lies in the Harbour, will be received at the Office of the Undersigned until SATURDAY, 26th June, 1886, at NOON.

The Undersigned do not bind themselves to accept the highest or any Tender presented.

Full Particulars can be obtained on Board or from

WIELER & Co.,
Agents S. S. *Dafila*;
or from
GILMAN & Co.,
Lloyds' Agents.
Hongkong, 21st June, 1886. [1225

FOR SALE.

THREE EUROPEAN HOUSES in MOSQUE TERRACE. Rental $50 per Month each.

The Property known as BLACKHEAD'S GODOWNS, WANCHI, measuring 116 feet on the Praya by 300 feet deep. This Property is bounded by 4 wide streets and is most suitable for Manufacturing or Shipping purposes.

The Well-known Premises occupied by the HONGKONG CLUB in the Centre of the City.

Three-fourths of the Purchase Money on any of the above Properties may remain on Mortgage at current rates of interest.

ALSO,

TO BE LOANED on Mortgage $40,000 at Current Rates.

Apply to
LINSTEAD & DAVIS.
Hongkong, 17th June, 1886. [1201

FOR SALE (Investment or Occupation). "ROCKLANDS," Robinson Road, occupied by Dr. MANSON. Six Fine Rooms, Hall, Dressing, and Bath Rooms, W.C., Verandahs Front, East and South sides. Large Basements, Closed Cellar. House capable of enlargement at small outlay. Area, including Garden, 27,500 sq. feet. Crown Rent $18.18. Price $15,000. $10,000 can remain at 7 per Cent. Apply to M. STEPHENS, Bank Buildings.

Hongkong, 6th May, 1886. [953

FOR SALE.

CRAIGIEBURN—MOUNT GOUGH.

THIS DESIRABLE RESIDENCE is situated on one of the very best positions on the whole hillside, and there is room for additional building.

The HOUSE is very strongly built, partly of Concrete Blocks, and partly of Bricks on Granite Basement. It contains SEVEN ROOMS, besides DRESSING ROOMS, BATH ROOMS, &c., and TWO DRYING ROOMS. The Front Verandah is more than usually spacious, and the house as at present, or enlarged as it might easily be, is suitable for a Summer Club or Hotel. There are TWO LAWN TENNIS COURTS, one in Chunam, and one in Grass.

Possession may be had by arrangement, and the Furniture, if desired, may be taken at a valuation.

Two-thirds of the purchase money may remain on Mortgage at 7 per Cent.

For Further Particulars, apply to
LANE, CRAWFORD & Co.
Hongkong, 19th May, 1886. [1023

CITY OF MANILA, CIGAR STORE.

This Establishment is in constant receipt of the BEST MANILA CIGARS of all BRANDS and MAKES, and GUARANTEES the Genuineness of the Stuff and the Perfection of Manufacture. Sells at Very Moderate Prices, and in case the Cigars are not found satisfactory they CAN BE RETURNED within Six days.

J. A. BASA.
Hongkong, 29th May, 1886. [1089

INTIMATIONS.

THE HONGKONG MASONIC CLUB, LIMITED.

INCORPORATED UNDER THE COMPANIES ORDINANCES 1865 TO 1883 OF HONGKONG.

CAPITAL ... ...$8,000.

Divided into 800 Shares of $10 each. On each Share there shall be paid the sum of $5 on application, and the balance of $5 per Share shall be payable on allotment.

DIRECTORS.
C. P. CHATER, Esq. | S. J. GOWER, Esq.
G. C. COX, Esq. | CHARLES GRANT, Esq.
DR. WM. YOUNG.

HON. SECRETARY.
(For the time being.)
CHARLES GRANT, Esq.

BANKERS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS.
MESSRS. WOTTON & DEACON.

PROSPECTUS.

This Company has been formed for the purpose of establishing a MASONIC CLUB in Hongkong, for the use and enjoyment of the Masonic Fraternity in Hongkong and China, on the lines and with the powers mentioned in the Memorandum and Articles of Association.

Negociations are now proceeding with the view of obtaining for a Club House a lease of the premises now being erected at the south-west corner of Duddell Street, adjoining Zetland Lodge. Those premises will be, when finished, commodious and appropriate for the purpose, and are situated in a central and advantageous position.

There is no agreement in existence affecting the Company.

The present registered Office of the Company is at Messrs. KELLY & WALSH'S premises, No. 19, Queen's Road Central, Hongkong.

Applications for Shares which will be received up to and including the 15th day of July, 1886, must be made on the accompanying form and forwarded to the Hon. Secretary, and the amount payable on application must be paid to the HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong. If no allotment is made the deposit will be returned without any deduction but without any interest, and where the number of Shares allotted is less than the number applied for the surplus will be credited in reduction of the amount payable on allotment and any excess returned.

Forms of "Application for Shares" may be obtained from the HONORARY SECRETARY.

Hongkong, 21st June, 1886. [1226

PUBLIC NOTICE.

NOTICE is hereby given that Messrs. SCHNABL and COMPANY of Vienna, Manufacturers of Cigarette Papers, have complied with the requirements of Ordinances Nos. 16 of 1873 and 8 of 1886 for the Registration in this Colony of their Trade Marks as applied to Books of Cigarette Papers, and that the same have been duly registered in the Register of Trade Marks at the Colonial Secretary's Office in this Colony.

All and any Persons or Person, Firms or Firm, Companies or Company, who shall either directly or indirectly make use or adopt the said Trade Marks or either of them or any imitation or resemblance thereof or in any wise counterfeit imitate or resemble the same or shall make or cause to be made any addition thereunto or subtraction therefrom whereby to pretend themselves, himself, or itself the owners or owner thereof without the License or Consent in writing from the said Firm or their Agents or Agent duly appointed first had and obtained will be liable to be sued by the Registered Owners or their Agents or Agent and be answerable to them and him in damages therefor.

NOTICE IS ALSO GIVEN that Messrs. GROSSMANN & Co., of Victoria, Hongkong, have been appointed the Sole Agents in China for the Sale of the said Cigarette Paper so manufactured by the said Firm and for the protection thereof.

WOTTON & DEACON,
Solicitors for Messrs. JACOB SCHNABL & Co. and for Messrs. GROSSMANN & Co.
Hongkong, 16th June, 1886. [1197

THE DAIRY FARM COMPANY, LIMITED.

NOTICE is hereby given that the GENERAL MEETING of the above Company will be held on THURSDAY, the 8th day of July, Proximo, at the Office of the Company, No. 5, Stanley Street, Victoria, Hongkong, at 12 O'CLOCK NOON, in conformity with the Provisions made under Ordinance No. 1 of 1877, Sec. 38.

Dated the 23rd day of June, 1886.

A. P. STOKES,
Secretary.
1235]

NOTICES TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"GLENLYON."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 22nd instant.

Cargo remaining undelivered after the 29th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 22nd June, 1886. [1234

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "GLAUCUS." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 25th inst., for shipment per steamer "ULYSSES."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th June, 1886. [1189

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "GLAUCUS," are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst.

Goods undelivered after the 26th instant, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th June, 1886. [1189

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "AVA."

A F P (in diamond) 5112/5113—2 Cases Soap, Consigned to Order from London.

G. DE CHAMPEAUX,
Agent.
Hongkong, 5th June, 1886.

INTIMATIONS.

NOTICE.

ON and after the First of July, the STORE of F. VINCENOT will be REMOVED to No. 8, Queen's Road Central.

F. VINCENOT.
Hongkong, 24th June, 1886. [1243

KAI-PING COALS.

THE following are present prices for this COAL, delivered ex Depôt at Tientsin:—

No. 5 Seam, Lump ....Tls. 4.50.
No. 5 Seam, Small .... " 3.50.
No. 9 Seam, Lump .... " 3.50.

A Reduction of half-a-tael per ton will be made to Steamers TRADING REGULARLY from Tientsin to Shanghai taking full supply for the Trip and Return, or to Steamers bound elsewhere, taking 150 tons or over, for their own use.

The Company has opened a Depôt at Taku, and Steamers can be supplied at the above rates plus:—

Sixty (60) Tael Cents per ton, outside the Bar.
Forty (40) " " " inside "

These Charges cover all Boat and Coolie hire putting on board.

☞ Orders forwarded by Captains of Tug Boats or Pilots will have prompt attention.

WILSON & Co.,
Sole Agents,
Chinese Engineering & Mining Co.
Tientsin, 1st June, 1886. [1245

NEW ADVERTISEMENTS.

UNION LINE.

FOR YOKOHAMA AND HIOGO.

THE Steamship

"NORTHERN."

Captain Richardson, will be despatched for the above Ports on WEDNESDAY, the 30th inst., at THREE P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 24th June, 1886. [1248

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain Ste. Croix, will be despatched for the above Ports on SATURDAY, the 3rd July, at THREE P.M.

This steamer has Superior First Class Accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 25th June, 1886. [1250

NAVIGAZIONE GENERALE ITALIANA FLORIO AND RUBATTINO UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND MARSEILLES.

Taking Cargo at through rates to all MEDITERRANEAN and LEVANTINE PORTS, ODESSA, and ALEXANDRIA, and also to NEW YORK and BUENOS AYRES (MONTEVIDEO).

THE Company's Steamship

"BORMIDA,"

will be despatched as above on or about the 13th July.

To be followed by the Steamer "MANILLA," on or about the 3rd August.

The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewardess.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 25th June, 1886. [1157

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"CELTIC MONARCH."

Captain Hilditch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, by the undersigned, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed at the Kowloon Piers, and there stored in Godowns at Consignees' risk and expense.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 4 P.M., TO-DAY, the 24th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 30th inst. will be subject to rent.

All Claims must reach us before 4 P.M. of the 4th Proximo, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be Countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 24th June, 1886. [1252

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"WINGSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Saltpetre, are being landed at their risk into Messrs. Jardine, Matheson & Co.'s Godowns, at West Point, whence delivery may be obtained.

Saltpetre impeding the discharge will be at once landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 1st July, will be subject to rent.

All Claims must be made immediately as none will be entertained after the 1st July.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 24th June, 1886. [1249

STEAMSHIP "SAGHALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London Antwerp, Havre, and Bordeaux Ex S. S. "CORDOUAN," "OPAL," AND "CAMBRAI," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY (THURSDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 1st July, at NOON, will be subject to rent and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before the 3rd July, (SATURDAY), or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 24th June, 1886.

NEW ADVERTISEMENTS.

THEATRE ROYAL.

CITY HALL, HONGKONG.

FAREWELL { TO-MORROW (SATURDAY) } FAREWELL

GRAND POPULAR
GRAND POPULAR
REMENYI CONCERT.
REMENYI CONCERT.

TO-MORROW (SATURDAY) at 9 O'CLOCK.

ENGLISH | IRISH | SCOTCH
MUSIC | MUSIC | MUSIC.
THE HOME MUSIC,
THE HOME MUSIC.

POPULAR MUSIC } AT { POPULAR PRICES.

DRESS CIRCLE .... TWO DOLLARS.
DRESS CIRCLE .... TWO DOLLARS.

COMPLIMENTARY FAREWELL BENEFIT,

TENDERED TO

EDOUARD REMENYI,

On which occasion the following distinguished Amateurs who have given their valuable assistance will appear:—

MRS. R. FRASER SMITH,
MR. G. VON WILLE,
MR. N. J. ROBINSON.

EDOUARD REMENYI, will To-morrow at his Farewell Concert, PERFORM VIOLIN SOLOS:—

Andante and Finale of "Concerto" .... { MENDELSSOHN.
"THE LAST ROSE OF SUMMER."
"AULD ROBIN GRAY."
"THE CAMPBELLS ARE COMIN'."
"HOME SWEET HOME."
"LA MARSEILLAISE."
"THE CARNIVAL OF VENICE,"

AND

In Conjunction with
MR. G. VON WILLE,
Play
VIOLIN DUET .... PLAYEL.

MRS. R. FRASER SMITH,
Will, To-morrow Evening, Sing,
SCOTCH SONG .... "ROBIN ADAIR."

MR. N. I. ROBINSON,
will To-morrow Evening Sing,
"COME INTO THE GARDEN, MAUD" .. BALFE.
"THE THORN" .... SHIELDS

For Full Programme see To-morrow's Advertisements.

DRESS CIRCLE ......TWO DOLLARS.

PRICES OF ADMISSION:—
DRESS CIRCLE .... $2.00.
STALL .... 2.00.
BACK SEATS .... 1.00.

Navy and Military in Uniform half price to Second and Back Seats.

Plan of Theatre now open at Messrs. KELLY & WALSH'S, LIMITED, where Seats may be secured.

FRANK WESTON,
Manager.
Hongkong, 25th June, 1886. [1227

NOTICE.

THE YOW YUEN SHOP.

THIS Shop has Commenced Business as Dealers in First Class Foreign Goods at No. 99, Praya, Hongkong. CHUE TSZ KEE has been appointed MANAGER, whose Signature with the name of the Firm will be necessary to all Contracts and Money Obligations on behalf of the Firm.

Hongkong, June, 1886. [1253

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

SUIT No. 29 of 1886.

BETWEEN LI YUK HANG and LI PING SAM trading together under the name of HANG WO No. 105, Wing Lok Street, Victoria, Hongkong, PLAINTIFFS.

AND

YAU LAM CHUEN, YIM TSEUNG, KWONG YIK and NG HO trading together under the name of HING LUNG No. 91, Queen's Road Central, Victoria, aforesaid, DEFENDANTS.

FOREIGN ATTACHMENT.

NOTICE is hereby given that a Writ of Foreign Attachment dated the 23rd day of June, 1886, and Returnable on the 8th day of July, 1886, against all the Property moveable or immoveable of the Defendants within the Colony of Hongkong, has been issued under Section LXXXII. of "The Hongkong Code of Civil Procedure."

Dated this 24th day of June, 1886.

C. EWENS,
Plaintiffs' Solicitor,
45, Queen's Road.
1255]

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamer

"VOLGA,"

Captain Du Temple, will be despatched for KOBE AND YOKOHAMA, TO-DAY, the 25th inst., at TEN A.M.

G. DE CHAMPEAUX,
Agent.
Hongkong, 24th June, 1886.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamer

"SAGHALIEN."

Captain Homery, will be despatched for SHANGHAI, TO-DAY, the 25th instant, at FOUR P.M.

G. DE CHAMPEAUX,
Agent.
Hongkong, 24th June, 1886.

FOR SHANGHAI.

THE Steamship

"AMOY."

Captain Kohler, will be despatched for the above Port TO-MORROW, the 26th inst., at FOUR P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, 25th June, 1886. [1254

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"THALES,"

Captain Goddard, will be despatched for the above Ports, on SUNDAY, the 27th inst., at NINE A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 25th June, 1886. [1251

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"PARTHIA,"

Captain Marshall, will be despatched for the above Port on TUESDAY, the 29th inst., at THREE P.M., instead of as previously notified.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 24th June, 1886. [1247

NOW ON SALE.

1886 Edition of

CHRONICLE & DIRECTORY

for China, Japan, Korea, Philippines, Siam, Cochin-China, Borneo, Straits Settlements, Malay States, &c

(TWENTY-FOURTH ANNUAL ISSUE),

THE COMPLETE EDITION WITH TREATIES, PLANS, &c., pp. 1,132 .... $5.

THE SMALLER EDITION pp. 752 .... $3.

The *Vade Mecum* for every Resident in the Far East, from Penang to Vladivostock.

Orders may be sent to *Daily Press* Office, where it is published, or to the following Agents:—

MACAO..........Mr. F. A. da Cruz.
SWATOW........Messrs. Quelch & Co.
AMOY...........Messrs. C. Gerard & Co.
FORMOSA........Messrs. C. Gerard & Co.
FOOCHOW........Messrs. Hedge & Co.
NINGPO.........Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.......Messrs. Hall & Holtz.
SHANGHAI.......Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS ... Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.......Messrs. The C. & J. Trading Co.
HIOGO, OSAKA...Messrs. F. Walsh & Co.
YOKOHAMA.......Messrs. Kelly & Walsh.
MANILA.........Messrs. Diaz Puertas & Co.
SAIGON.........Messrs. Schroeder Frères and Gardès.
TONQUIN........Mr. Ch. Dupont.
BANGKOK........Messrs. Ramsay & Co.
SINGAPORE......Messrs. Sayle & Co.
PENANG.........Messrs. Maynard & Co.
COLOMBO........Messrs. A. M. & J. Ferguson.
CALCUTTA.......Messrs. Newman & Co.
SYDNEY AND BRISBANE ... Messrs. Gordon & Gotch.
MELBOURNE......Messrs. Norton, Hargrave & Co.
LONDON.........Mr. F. Algar, Clement's Lane.
LONDON.........Messrs. Street & Co., 30 Cornhill.
LONDON.........Messrs. Bates, Hendy & Co.
LONDON.........Mr. W. M. Wills, 151, Cannon St.
SAN FRAN'CO....Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.......Mr. A. Wind, 21, Park Row.

Daily Press Office, January 1886.

INTIMATION.

SILICATED

CARBON FILTERS

WITH MOVABLE BLOCKS

FOR

PURIFYING DRINKING WATER.

A Shipment of these Filters in three useful sizes has just been received by the Undersigned.

A. S. WATSON & Co.,

LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 1st May, 1886. 122

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, JUNE 25TH, 1886.

THE first batch of Consular Reports for the year 1885 was received by the mail yesterday, and follows closely upon the issue here of the Chinese Imperial Maritime Customs Reports and Returns of Trade. This expedition in the publication of these valuable reports is a welcome circumstance and one which we hope will be repeated every year in future. Formerly the reports were deprived of much of their value by the lateness of their appearance, which gave rise to a great deal of well founded complaint. As it is, the present volume only contains four reports, but we trust the remainder will speedily follow. We have characterised the reports as valuable, and in proof of the justness of this description we need only refer our readers to the extract from Mr. ALLEN's report on Pakhoi which we reproduce in another column. Mr. ALLEN discusses the important question whether the trade of South-Western China is in future to be conducted through the recently acquired French possession of Tonquin, or through Pakhoi and by the West River. The trade is destined to receive an almost indefinite development, and it is the duty of this colony not to let it slip past us. This there is great danger of its doing unless steps are speedily taken to place the fiscal system of the Kwangtung and Kwangsi authorities on a fairer basis. At present Haiphong is supplied from Hongkong, but if the Tonquin merchants secure a firm hold on the Yunnan and Kwangsi trade it is hardly likely that this will long continue to be the case; as the trade increases imports will find their way to Tonquin direct, and this colony will derive but little benefit from the development of commercial intercourse in South-Western China. Mr. ALLEN is not alone in his apprehensions as to the effect the exploitation of the Tonquin route, with the advantages secured by the recent treaty, may have upon the existing course of trade. Mr. HIPPISLEY, the Commissioner of Customs at Canton, in his report for last year, says:—

Under the treaty of peace signed by China and France in June last, recognising the protectorate of the latter country over Tonquin, a trading mart is to be opened behind Langson and another behind Laokai, from which the French will be able to tap the Kwangsi and Yünnan provinces respectively, and at these marts a tariff is to be introduced slightly more favourable than that in force at the treaty coast ports. The French have, moreover, expressed the intention of promoting the development of trade routes within their protectorate. Possessing such advantages, were the French to abandon the system of protection, which has worked so disastrously for trade in their other possessions, and to adopt instead a light and reasonable tariff, they might hope to almost monopolise the exploitation of at least Kwangsi, and to deflect to Tonquin the trade in Cassia, Ginger, Aniseed, Essential Oils, and probably a variety of other Kwangsi products now scarcely known to commerce. It would therefore be wise policy for China to develop as much as possible the transport of merchandise along the West River by encouraging the use of Transit Passes, and, as a first step in this direction, to lose no time in drawing up a list of the first barriers goods would pass when leaving the various districts in Kwangsi. If this be done, this trade, which is at present far larger than is generally believed, will increase and will continue to pass along the West River; while if it be once allowed to leave this route, it may be impossible to induce it to return.

How far the Government is from encouraging the use of transit passes is seen from Mr. ALLEN's report. "Throughout China we see the trade following the route along which the taxes are lightest." So far from that route being found in Southern China, or being accessible to this colony, goods for Kwangsi travel by Hankow, two thousand miles farther than they would have to go if they were sent through the Kwangtung province. This with a magnificent stream like the West River available and likewise the ready communication from Pakhoi. Surely it is time some effective steps were taken to at least enforce the transit pass clause of the treaty. Here are we in Hongkong called upon at the present moment to calmly consider a project for the establishment of a Chinese Custom House in this British Colony, while at the same time the Chinese Government is throwing all manner of illegal impediments in the way of British trade in Southern China, and imposing a special tax with the avowed object, as we learn from Mr. ALLEN's report, of neutralising the benefits of the transit pass system. If the French, under their recent treaty, succeed not only in passing their goods across the frontier at less than the maritime tariff, but also in securing an effective transit pass system, which is said to be provided for in the treaty, the bulk of the trade will undoubtedly gravitate to the Tonquin route. The Chamber of Commerce would, we think, do well to take this question in hand and follow up the representations already made as to the opening of the West River to steamer navigation by further strong representations as to the importance of Great Britain's insisting on the enforcement of the transit pass clause of the treaty and the removal of all illegal levies on trade. There is also the further question whether the application of the Most Favoured Nation clause should not be insisted on. The abatement of duties on foreign goods at the two Custom-houses on the borders of Kwangsi and Yunnan is to be twenty per cent. on the scale in the Maritime Customs tariff. This concession is an important one, and there are further concessions to the effect that Frenchmen may travel in the interior of China to purchase goods and produce, and these will pay at the frontier the same duty as will be charged to native dealers, viz., two-thirds of the duty under the existing Customs' tariff. It has been suggested that the impression at home is that the French trade over the Tonquin border is too unimportant to make it worth while to fight for the application of the Most Favoured Nation clause. But the question is, not so much what the trade is at present, but what it may become hereafter, and whether it will not divert to a great extent the trade from this Colony by way of Canton and Pakhoi. In the correspondence recently presented to Parliament respecting the French treaty with Annam and negotiations between France and China there is a communication from the Board of Trade to the Foreign Office, in which the principle of the Most Favoured Nation clause is strongly urged, but nothing seems to have come of it up to the date to which the correspondence is brought down.

We observe by home papers that Mr. and Mrs. E. R. Belilios have become members of the Primrose League.

M. Filippini, the new Governor of Cochin-China, was a passenger by the French mail steamer *Saghalien* to Saigon.

Captain Escande has, according to a Paris telegram published in the *Saigonnais*, been appointed Commander-in-Chief of the naval division of Cochin-China.

The remaining eleven men charged with having been concerned in the Gough-street riot were before the Police Court again yesterday. After some further evidence for the defence the case was again remanded.

The *Straits Times* learns from Anjer that a mutiny broke out on the 10th March on board the British ship *John McLeod*, from New York bound for Shanghai, which resulted in the second mate and a Greek sailor being killed.

Says the *World*:—The Sultan of Johore has arranged to leave England in the *Bengal* tomorrow (the 19th May). His plans for the financial development of the Singapore Golconda have somewhat hung fire, and he intends sojourning a while in Ceylon on his way back to his disconsolate dominions.

Captain Fulton, of the British barque *Eudora*, reports at Anjer that on the 6th April, when passing the island of Tristan D'Acunha, a boat came alongside and informed him that on the 18th November, 1885, 15 men put off in a life-boat to speak a British iron sailing ship and have not since been heard of. These men were all heads of families, some of them having as many as twelve children. The utmost anxiety prevails regarding their safety.

According to Messrs. Thos. Watson & Co.'s Tea report, dated 5th June, the total export of tea from Calcutta to the United Kingdom from 1st January to 31st May was 9,924,625lbs. as compared with 10,703,466lbs. in the corresponding five months of last year, and 10,693,968lbs. in the like period of 1884. The export to Australia and New Zealand during the same period was 313,337lbs. against 637,857lbs. in 1885, and 115,724lbs. in the first five months of 1884.

The following appears in *Truth* of the 20th ult.:—"The Marquis Tseng has kept a diary during his residence in England, and, when he returns to China, he intends to leave it in the hands of a friend in London, who is to prepare it for publication. The interest of the Marquis's experiences will be considerably diminished by the fact that all personal allusions are to be struck out. People would like vastly to have his genuine impressions of all the notable people he has met during his stay in this country."

A case of flogging at the Hongkong Public School has recently engaged the attention of the Committee, a complaint having been lodged against the Master by the father of the boy concerned. The Committee, it appears, has not deemed it necessary to pass any censure upon Mr. Bateman. We have received a letter from the Hon. P. Ryrie on the subject, Mr. Ryrie being a member of the Committee and dissenting from the decision of the majority, but as the case has already been adjudicated on by a competent tribunal we cannot open our columns to the serious reflections in connection with the affair made by Mr. Ryrie.

A French journal, according to the *Indo-European Correspondence*, affirms that China has determined to annex Thibet to the empire, leaving the Grand Lama only his spiritual authority. The real reason for the step, adds the writer, is that the conquest of Burmah brings England into contact with Thibet, which has hitherto been an impenetrable barrier between India and China. Peking has, therefore, determined to convert its protectorate over Thibet into an annexation pure and simple. It is doubtful, says the writer, whether this change will make it any easier for travellers to penetrate to Lhassa, the seat of the Grand Lama.

It has been stated that the steel cruiser *Phaeton* is shortly to be sent out to China to reinforce Admiral Hamilton's Squadron. This can hardly be correct in view of the following statement in the last received London papers:—The departure of the cruiser *Phaeton* from Sheerness for the Mediterranean Station, which was fixed for the 18th May, has again had to be postponed through defects in her machinery. The *Phaeton* is a new fast steel cruiser of the *Leander* type, and has had three steam-trials at Sheerness since she hoisted the pennant, all of them being unsuccessful, her machinery breaking down on two occasions. It is expected that the vessel will have to be sent back to Chatham, where she was fitted for sea, for her defects to be made good.

The delivery of the French Mail was begun at 7.35 yesterday morning.

No European traveller, of the some half-dozen who have been to Lhassa, has (says the *Statesman*) given anything like a satisfactory description of the place. It will be left to the Thibet Mission to fill up the blank space in our knowledge. The Jesuits, Grueber and Dorville, who visited Lhassa in 1661, give no account of the city at all; nor does Father Desideri, who was there in 1715-16. The Dutch traveller, Samuel Vanderput, has left no record of his travels behind him; and Mr. Thomas Manning, who visited Lhassa in 1811, gives only the most meagre description. The native explorer, A—k of the Indian Survey Department, tells us a good deal about the city, and has even drawn a plausible looking map of it; but his observations require to be checked, as well as expanded.

The scratch four oared race got up at the Recreation Club about a fortnight ago, for prizes offered by the new Chairman, Hon. A. P. MacEwen, may possibly take place this evening, owing to one of the rowing men being likely to be leaving the colony for a time before the race can be rowed on Saturday, the time originally fixed. There is every prospect of an exceedingly close contest, as all the crews are most evenly matched. Goodlad's crew is the most fancied, and he has certainly a lot of power behind him, and the crew keep excellent time. All the other three boats are going well, however, and in a half mile race Glass's smart starting should stand him in good stead. Sampson has an excellent record, and his boat goes well, but he is not quite in his best trim, and his crew is rather light. Grace has a powerful crew, but the stroke is a bit short. It is probable, however, that at the finish of the race there will not be two lengths' difference between the lot.

A little girl named Li Sun Fung was drowned yesterday beside Messrs. Jardine, Matheson, & Co.'s new pier under circumstances which will be found detailed in the evidence below, which was taken at an inquest at the Mortuary yesterday afternoon before the Acting Coroner and Messrs. R. Kennedy, J. Rodger, and C. Ledbury, as jury. Li Ahing, master of cargo boat No 3, said the deceased was his daughter, named Li Sun Fung, five years of age. That morning his boat was loading sugar at Messrs. Jardine, Matheson & Co.'s pier, and at 7 a.m. he saw his daughter sitting on deck eating bananas. At a quarter past seven he missed her. He sent one boatman ashore to look for her, and he sent another to dive into the water, to see if she had fallen overboard. The latter found her dead on the bottom, under the stern of the boat. He brought her up and witness reported the matter at No. 7 Station. The crew were employed on the boat all the time loading sugar, his wife was cooking, and his other child was there, but no one heard any alarm.—Lung Fuk Yeung, a boatman in the employ of last witness, gave evidence to diving in search of the deceased by his master's directions. The water was there rather more than a fathom deep. He found the deceased under the stern of the boat, and he brought her up.—Mak Asu, mother of the deceased, gave evidence of a similar nature. She said her daughter was not subject to fits, and she heard no cry from her, nor any splash. A verdict of accidental death was returned.

The *Pall Mall Gazette* says:—The negotiations between the Vatican and China for placing the Roman Catholic missionaries in the latter country under the control of a Papal Legate at Peking and thus getting rid of the French protectorate, are running the course prophesied for them at the outset a year ago. The French Government objects violently to anything which lessens its political prestige, and so the Pope has just attempted to steer a middle course by agreeing that the Legate at Peking shall in no way interfere with the political protectorate hitherto exercised by France over the missionaries. But, as we now learn, China has no intention of receiving a Legate shorn of the only part of his power which rendered his presence valuable to the Chinese, and the Pope will have to seek for some other *via media*. The Chinese object is clear enough. "Your missionaries," they say, "are political tools in the hands of the French Minister; the trail of the political serpent is over all their works; they are hated and detested by our people on that account; their power for good is paralysed, and they are a source of trouble and uneasiness to us. Relieve them from their political shackles, make them real missionaries, and we will gladly receive from their spiritual head a local chief, to whom we will pay the same deference that we do to other diplomatic representatives." The Chinese, in fact, for their own purposes want to deprive French policy of the powerful aid of the Church; while the Pope hopes to make his priests popular instead of unpopular, successful instead of comparatively unsuccessful, and to recover the ancient renown of Catholicism in China.

We regret to state that the kerosine stove accident in Aberdeen-street on Wednesday morning has proved fatal not only to the unfortunate boy, whose ignorance caused the disaster, but one of the Messrs. Agabeg has also succumbed to the burns he sustained in going to the boy's assistance. This is Mr. J. Agabeg, an assistant to Mr. A. R. Marty. The boy's name was Cheung Afuk. An inquest was opened on both bodies at the Mortuary yesterday before Mr. N. G. Mitchell-Innes, Acting Coroner, and Messrs. R. Kennedy, C. Ledbury, and J. Rodger as jury. The evidence taken was as follows. Dr. Wharry, Superintendent of the Government Civil Hospital, said the deceased were brought to the Hospital at about 9.30 a.m. on Wednesday, both severely burned, and Cheung Afuk died at one p.m. from the effects of his injuries. Mr. J. Agabeg died, he believed, that morning, but he was not quite sure when. The cause of death in both cases was burning.—Tai Yun Yuk said he was a servant interpreter to the Police. On the previous day, about 9.15 a.m., an alarm of fire was raised at No. 25, Aberdeen-street. When he reached there he saw the deceased boy running downstairs with a jacket and no trousers on; the jacket was enveloped in flames, and someone in the street pulled it off him. Witness picked up the jacket and purse and sent to the Central Station for an ambulance. When the ambulance came he put the boy in it and sent him to the Civil Hospital. The boy was badly burned, and the skin was coming off him.—Cheung Ki Man said the deceased Cheung Afuk was his nephew, 17 years of age, and was employed in a Portuguese house in Aberdeen-street. At this stage the inquiry was adjourned *sine die* to await the time when the surviving Mr. Agabeg should be sufficiently recovered to give evidence.

The subjoined items are taken from the *London and China Express* of the 21st ult:—

The troopship *Tamar*, Captain Warren, left Devonport on the 13th May for China, and should reach Hongkong on the 24th July.

The *Curaçoa*, arrived at Gibraltar on the 18th May from the China station and left on the 19th for Plymouth, to be paid out of commission.

Major J. Steevens, Assistant Commissary-General of Ordnance, has been appointed Senior Ordnance Store Officer at Hongkong, *vice* Lieut.-Colonel G. C. Murray.

It is reported from Vernoe that a battalion of Chinese troops stationed at Turfan lately revolted on account of their pay being in arrear. It is added that the ringleaders have been executed.

The *Journal de St. Pétersbourg* contradicts the report of apprehended complications with China. The Russian and Chinese Governments are about to settle the frontier in Oussouri, and it supposes that the presence of Russian and Chinese soldiers there, forming the escort of the Commissioners, has caused the disquieting reports.

Of the young Chinese officers forming part of the Mission of Study which lately arrived in France ten have entered at Ste. Barbe to go through a course of instruction, especially organised for them, in engineering and artillery practice. Others have joined the École Normale Scientifique, four have been sent to Lille and Orleans, and the rest, belonging to the navy, leave shortly for England.

In the London Bankruptcy Court Mr. Registrar Giffard has made a receiving order against Messrs. Harris and Goodwin, general merchants, of Leadenhall-street, and Shadwell-street, Birmingham, also of Shanghai, Hongkong, Singapore, and elsewhere, trading as Harris, Goodwin, and Co., and of Batavia, trading as "Harris and Goodwin." The liabilities did not transpire. As to the assets it was stated that there was £700 or £800 worth of property at Birmingham, and that there was other property at the various places of business. An application will be made this day for the appointment of a special manager of the business.

On Monday, the 17th May, the Marquis Tseng journeyed to Newcastle, his principal object in visiting that town being to inspect Sir William Armstrong's shipbuilding and gun works, and especially to note what progress had been made in the construction of the two war vessels ordered for the Chinese Government in October last. To-day the Marquis goes to Edinburgh, where he will remain till Monday, and then go on to Glasgow. He proposed to remain in Glasgow the greater part of next week, returning to London in order to participate in the dinner, &c., in honour of the Queen's birthday at the Foreign Office. Mr. Fung Yee is in attendance on the Marquis, Sir Halliday Macartney being delayed in town by the requirements of his Excellency Lew Shui Fun, who is not yet quite settled down in his new sphere.

The Deutsche Dampfschiffs Rhederei (Kingsin line) has resolved to print its bills of lading and other commercial documents in German—and no longer, as heretofore, in the English language. Further, it has been resolved to calculate all measurements of goods in meters and centimeters, and not in feet and inches; also to quote the rates of freight in marks and pfennings, instead of shillings and pence. The company has been compelled to take this course as the new German line of subsidised steamers is permitted by the Government only to make use of the German language. Therefore the rival line must follow suit, or lose much support from German shippers. I am told that the other Hamburg steamship companies are taking similar steps. From Stettin, on the Baltic, it is reported that the Stettiner Lloyd, a steamship company trading between Stettin and New York, *via* Copenhagen and Gothenburg, is in financial difficulties. This company owns but two steamships, namely, the *Katie* and *Martha*, respectively of 2,094 tons and 1,560 tons net, and 250 nominal horse-power each. The former was built at Glasgow in 1880, the latter at Kiel in 1884.

We are enabled to give some particulars respecting the two new Chinese men-of-war which are under construction at the Vulcan shipbuilding yard, Stettin. The vessels are ironclad corvettes; and will be protected partly by a belting of iron plates of 242 mm., and partly by an iron deck of 40 mm. They will be of the following dimensions: Length 82.4m. (water line), beam 12m., and depth 7.75m. Their draught of water will be 5.10 m., giving a displacement of 2,900 tons. They are being built of steel, and for two-thirds of their length will be provided with a double bottom. The vital parts of the vessels, including the engines, boilers, munition rooms, &c., will be protected by steel plating, to which will be added below the water-line a steel deck of 75 mm. The iron plating will reach 1·20 m. below and 0·60 m. above the water-line, and below water will be reduced to 1,30 mm. in thickness. The armament will consist of 21 cm. and two 15 cm. Krupps. The 21 cm. guns are to be placed in a turret, which is to be protected by 210 mm. thickness of compound plating. Besides these heavy guns the corvettes will carry seven Hotchkiss guns. The engines will be of 3,400 indicated horse power, and will propel the vessels by twin screws at the rate of 15¼ knots an hour. The vessels will only be manned by 180 hands each. The construction is being expedited as much as possible.

LATEST TELEGRAMS.

LONDON, 23rd June.

THE GENERAL ELECTIONS.

The general elections will commence on the 1st July.

THE PREMIER'S VISIT TO EDINBURGH.

Mr. Gladstone has visited Edinburgh and has been received with immense ovations.

THE EXPULSION OF THE ORLEANS PRINCES FROM FRANCE.

The Senate has passed the Bill expelling the Orleans Princes.

POLICE COURT.

24th June.

BEFORE MR. N. G. MITCHELL-INNES.

LARCENY.

Chan I, coolie, was sent to gaol for a fortnight for stealing a mosquito curtain from a man in the street early yesterday morning.

OPIUM CASES.

Choi Man Chiu, farmer, was fined $2 for possession of prepared opium without a permit from the Opium Farmer, and Chun Alum, hawker, was bound over in personal security of $50 not to violate the Farmer's monopoly for six months.

CHARGES OF PASSING BAD MONEY.

Lau Apang and Lau Awa were charged with tendering counterfeit coins on the 22nd and 23rd inst.

Mr. H. Fournier stated that the defendants came to his store on the 22nd and 23rd instant and purchased on one occasion a bottle of mustard, and on another something else. They came at different times, and the first man received a bottle of mustard and change of 80 cents in exchange for a coin which purported to be and was taken as a Mexican dollar. He came again, and tendered a similar coin in payment of some other small article, but the coin was sent out to be changed at a money changer's. The coolie came back and reported that the coin was bad, whereupon the defendant tried to escape, but was arrested. The second defendant came in later on and tendered a similar coin in payment of a bottle of mustard, and he also was arrested.

The cases were remanded to to-day.

THE GOUGH-STREET RIOT.

Chu-Ling Tin, the fourteenth man arrested in connection with the above case, and who was discharged on the charge, was now brought up charged with having been armed and on the premises for an unlawful purpose.

Mr. Wilson (from the office of Messrs. Wotton and Deacon) defended.

P.C. 195 deposed to entering No. 2, Kau U Fong, leading out of Gough-street, and seeing three men there—one of them the prisoner—two of whom were armed with swords, and one with a revolver. He chased them up on to the roof, where they separated. The prisoner leapt across a small lane, and witness followed him, overhauling him on the other side. They had a severe struggle there, and the prisoner got free again and got down into the Yat On Club, where witness arrested him.

The witness was cross-examined at considerable length by Mr. Wilson, who proposed bringing a counter charge against him, and the case was remanded to Saturday.

LATE TELEGRAMS.

The following telegrams are from Rangoon and Indian papers:—

TEN MILLIONS FOR RAILWAYS IN INDIA.

LONDON, 7th June.

House of Commons agreed to a resolution, without division, authorising Secretary of State for India to raise ten millions for construction of railways in India.

THE HOME RULE BILL.

LONDON, 8th June.

In a Debate which took place last night in the House of Commons before the division, Mr. Parnell said that he acquiesced in the subordination of the Irish Legislative Assembly at Dublin to the Imperial Parliament at Westminster. He denied that the Irish Parliament would abuse their powers and said it would be the means of soon putting a stop to outrages. The Bill would be regarded by the Irish nation as a treaty of peace and permanent settlement of Irish Question and concluded by saying, that if the Bill was thrown out the only alternative would be coercion. Sir M. Hicks Beach said the Bill would sever the Union without satisfying the national feeling. Mr. Gladstone appealed to the House to vote for the principle of the Bill, which he affirmed would make the Union closer. A division then took place for adjournment of the House until Thursday, which was agreed to.

THE NEW HEBRIDES QUESTION.

SYDNEY, 8th June.

Two French men-of-war have left Noumea with troops and supplies. It is believed that it is intended to occupy the New Hebrides.

PARIS, 9th June.

It is semi-officially stated that the object of the French expedition which has just left Noumea for the New Hebrides is to protect French subjects owing to the frequent massacres of Europeans by the natives which have recently taken place. The French troops which have been dispatched will disembark at those points in the New Hebrides which are menaced by the natives and will probably establish a temporary station in the Island. The expedition is said to have no political object.

THE BELFAST RIOTS.

LONDON, 10th June.

During the riots between Protestants and Catholics at Belfast, which were of a fierce character, the police fired on the riotous mob, killing five and wounding many.

AFFAIRS IN BURMAH.

RANGOON, 30th May.

The Rangoon police seized 307 dahs on Friday in the house of a man named Mahomed living in Kemendine suburb.

News comes from Toungoo that the country between it and Ningyan is gradually settling down, but rebels still infest the country beyond Ningyan. Yemethen, the Head Quarters of the Brigade, is very unhealthy. Ningyan has a climate as agreeable as Toungoo, and has increased in size already, since British occupation. Daily postal communication is established, and the revenue is being collected.

RANGOON, 3rd June.

Mr. J. K. Hume, Superintendent of Police, Salwen, died from fever on Sunday last.

The *Rangoon Times* reports the death of Mr. Gates, Assistant Commissioner, Poungday, who, with an escort of three policemen, were shot down by dacoits.

The Burman Magistrate of Kanoung, with 19 Indian Police and 8 Burmans, successfully encountered a party of 150 rebels, killing several and capturing others, together with some arms and ammunition.

A Burmese Amazon, twenty years of age, is reported to be leading the party of rebels in the Toungoo district.

RANGOON, 4th June.

Mr. Gates, the Assistant Commissioner of Poungday, who was reported killed by the *Rangoon Times*, has only been wounded by the dacoits, and is progressing favourably.

The total deaths from cholera in the Assam Light Infantry is 70.

The action at Pagan with the rebels is reported with the usual result.

AFGHANISTAN.

SIMLA, 3rd June.

The box, containing the Queen's letter to the Amir, regarding the G.C.S.I., has been received at Cabul. The Amir received the contents of the letter in open durbar. An awning was subsequently erected at the Kotwali, and the letter was posted up for people to read it.

If the Boundary Commission have to remain on the frontier during the summer, they will probably fix their quarters at Shadian in the hills south of Mazar.

The removal of the Sariks from Kilawali, situated within the Afghan frontier, has been effected; 360 families are now settled at Panjdeh.

SIMLA, 4th June.

Colonel Lockhart and party have arrived safe at Wakhan, north of the Hindoo Koosh.

PAKHOI AND THE TRADE OF NORTHERN CHINA.

Mr. Consul Allen, in his report on Pakhoi for last year, says:—

After peace was concluded, a treaty was drawn up which, if it is carried out in its entirety, will gravely affect the commercial interests of Pakhoi for good or evil. The Vth Article of the said treaty declares that two trading stations on the same footing as treaty ports are to be established in Kwang-si, where French Consuls are to reside. The VIth Article says that goods brought over the frontier between the Yunnan and Kwang-si Provinces and Tonquin are to pay lower duties than goods imported into or exported from the Kwang-tung Province, or goods carried from or into any part of China by way of other treaty ports. The VIIth Article states that the French will at once construct a railway in the north of Tonquin. This scheme evidently has for its object the opening of South-west China as a field of commercial operations to be reserved for the especial benefit of the French alone. Now, the intention of our own and other Governments in making Pakhoi into a treaty port was certainly that it might serve as the port of supply and shipment for this very tract of country. In fact, I have heard Pakhoi not inappropriately called "the little back door of China." The French have it now in their power, unless the Chinese Government see fit to take prompt action, to destroy all prospect of Pakhoi ever being the port for the south-west provinces. The question of duties is the all-important point. Throughout China we see trade following the route along which the taxes are lightest. Kwei-si, for instance, the capital of Kwang-si, takes goods under transit pass from Hankow rather than from Canton or Pakhoi, where transit passes are inoperative, although to reach Kwei-lui *viâ* Hankow goods have to travel 2,000 miles farther than they would have to go if they were sent through the Kwang-tung Province. If, then, the remission of duty is actual, and not so insignificant as to be merely nominal, Pakhoi, may as well be closed, as it will be unable to compete with the Tonquin ports as the port of supply and shipment for South-west China. We must, therefore, wait and see, firstly, whether France will take full advantage of her opportunities, and, secondly, whether China will not be spurred into a wholesome rivalry, and by making increased facilities of commerce, and lowering oppressive dues and taxes, keep her trade and profits to herself.

The Commission deputed to define the boundary between Tonquin and China started from Canton last autumn. No word of the result of their labours reaches us here. We are informed that they will be engaged on the work until the hot weather returns, when they will break off and begin again after the summer is over. It is said that the French only intend occupying the delta of Tonquin. They purpose opening the port, which is to be the terminus of their railway, at a place named Mong-kai, where there is a fine harbour, protected in front by the Island of Sham Min Tao. Its approximate latitude is 21 degrees 20 minutes north, and its longitude 107 degrees 55 minutes east. It is just across the frontier, some sixty miles from this. The Chinese gun-vessel *Chen To* has lately visited it. Her commander, Captain Stewart, reports that it is a good harbour, except that it has an inconveniently high rise and fall of tide. He saw no signs of the French there at the time of his visit.

The possibility of other trade-routes being opened through Burmah, Siam, and the Shan States, and tapping the south-west provinces on the west side of the Indo-Chinese Peninsula, must not be forgotten. Although the British Government has now possession of British Burmah, I think but little of the Bhamo trade route, having seen a few of its physical difficulties with my own eyes when I was there in 1875; but the Reports of Messrs. Colquhoun and Hallett represent the road from Moulmein through the Shan States as far more practicable. This, if kept open, will tend still further to throw obstacles in the way of developing trade at Pakhoi.

The eyes of the Mandarins have not as yet been opened to the need of doing something to increase trade and to secure its profits for their own subjects. The same exactions continue to prevail, and nothing is done to facilitate commercial intercourse. But so long as there is a native Custom-house as well as a foreign Custom-house, duties must not only be heavy, but, what is worse, uncertain and partial. The transit pass clauses of the Treaty of Tientsin still remain a dead letter at Pakhoi, as is shown by the amount of inland transit dues being *nil*. There are two principal dues levied in this part of China, lekin and barrier dues. The rate of lekin in this province, is 1½ per cent. *ad valorem*. A second charge at the same rate is, of course, made when the frontier of Kwang-si, the next province, is passed. Barrier dues vary at the different barriers. The first charge at the Pakhoi barrier, which we may call a native maritime custom-house, may be estimated at about 2½ per cent. *ad valorem*. That at Lienchow is about 1 per cent. on goods that have paid at Pakhoi, 2½ per cent. on goods that pay for the first time. I may mention as a proof of the universality of this tax that when the inhabitants of Pakhoi ran away to Lienchow in their fear of the French, duty was levied on all their household goods and on everything which they took with them.

Between here and Yu-lin, the chief town of the district most dependent on Pakhoi, six barriers are passed, but duties are only levied at two, one in each province. So far as I can calculate, uncertificated goods going from this to Yu-lin or Nan-ning pay about 6 per cent, over and above the import tax. By treaty they should only pay 2½ per cent. under transit pass. Now, the natural result of this would be that owners of foreign goods would take out transit passes for them and escape all duties except the half import duty allowed by treaty, but to put a stop to this another tax, called the "tso k'u," has been instituted with the avowed (and, as it has turned out, successful) intention of destroying trade under transit pass. In order to keep within the letter of the treaty, while evading its spirit, this tax is levied on the customer who has brought the certificated goods, and is purposely made heavier than lekin and barrier dues combined. The following comparative table, which I draw up from the rules attached to a proclamation issued by the Yü-lin lekin authorities and the Sub-Prefect of Yü-lin at the close of 1881, will show the tax goods ought, by treaty, to bear, and what the native purchaser has to pay, not merely in place of the Treaty rate, but in addition to it:—

Goods.	Half Import Duty, according to the Treaty of Tientsin.	Tso-k'u Tax.
	c.	Tls. c.
Grey shirtings ...	4 per piece ...	0 18 per piece
Woollens	6 per 4 yards ...	0 90 "
Camlets	25 ...	0 29 "
Yarns	35 per bale ...	2 40 per bale
Iron (nail rod) ...	625 per picul ...	0 14 per picul
Steel	125 " ...	0 16 "
Tin	625 " ...	0 50 "
Lead	125 " ...	0 60 "

Naturally no one will touch goods covered by transit pass. We Consuls do our best to fight against this and similar instances of injustice, but the contest is a long and up-hill one. I am glad to be able to report one victory. Some long outstanding claims for over $9,000 due by the lekin authorities for illegal detention of a British merchant's certificated goods up-country have at length been compromised by the payment of $7,300. The merchants hope that the moral effect of this will be to establish the right of British merchants to the unrestricted use of transit passes, allowed by the Treaty of Tientsin and in force in other provinces. I wish that their anticipations may be realised, but, for my own part, I am not hopeful of much result until the XXVIIth Article of the Treaty of Tientsin is interpreted as freeing goods under transit pass from all further inland dues whatever, and not, as at present, only freeing them from dues up to their stated destination, after which "they are subjected to whatever charges Chinese necessity or rapacity may choose to lay on them." But no improvement may be reasonably hoped for until the fiscal system of China is radically altered. It seems to me that this system has for its end more the providing of posts for the countless officials of China than the supply of necessary funds for the carrying on of Government. It is the most wasteful and expensive method of collecting revenue in existence. This province of Kwang-tung, too, is the principal sufferer, owing to the appointment of the Superintendent of Customs, or "Hoppo," at Canton. This officer is a Mantchu of the highest rank, one of three functionaries regarded as the special purveyors of the Court. His office is perhaps the most lucrative in the Empire. I have no doubt that it is the influence and power of him and his numerous subordinates which deprive the two Kwang provinces of the privileges to which they are entitled by treaty. But I see little chance of amendment or reform.

Nothing has been done during the year towards improving the natural communications between Pakhoi and the interior by making roads or railways. The only public works undertaken have been some batteries near the mouth of the harbour. They are of no great strength, and no guns have as yet been mounted in them.

To sum up. The general position of Pakhoi as a candidate for the post of shipping port for the whole south-west of China has been materially altered during 1885 by the French occupation of Tonquin and the English conquest of Upper Burmah, but nothing has been done by the Chinese authorities to improve the position or prospects of the place.

Notwithstanding this, the trade of Pakhoi in foreign goods, carried in foreign bottoms, has, as I have shown above, marvellously increased, and that without the opening of any new markets. I may mention that the trade between this and Haiphong is confined to rice, supplemented by bones for manure, and a little gambier as imports and coarse chinaware and sundries as exports.

No doubt a good deal of trade has only passed from shippers by junks entering at the Native Customs into the hands of shippers by steamers entering at the Foreign Custom-house, whereby an increase is shown in the returns of the latter, which would have to be heavily discounted if we could examine the returns of the Native Customs. I have no such records to quote from, but in the *Peking Gazette* for July last I find a Memorial from the Governor-General and the Superintendent of Customs at Canton which throws considerable light on the junk trade. The Board of Revenue at Peking, so the memorialists say, has rated the contribution of the Pakhoi Native Customs to the Imperial Exchequer at 23,000 taels, with a surplus assessment of 12,000 taels. The memorialists state that the Pakhoi Native Custom-house was established in 1870 for the taxation of foreign goods which went inland from that port. The annual revenue was at the outset comparatively large, but when Pakhoi was opened to foreign trade in 1877 steamers very soon interfered with the junk trade, which rapidly declined, with a corresponding diminution in the receipts of the Native Customs, as is demonstrated by the fact that, while the revenue was about 22,000 to 23,000 taels previous to 1878, it was only about 17,000 to 19,000 taels in 1879, 1882, and 1883. Pakhoi is an out-of-the-way place, and is only a port of call, where there are no large mercantile establishments or any great staple of trade, so that it will not bear comparison with some of the larger Treaty ports, while this year the French blockade has driven every merchant from the place, and frightened all the junks away. The memorialists therefore pray his Majesty to postpone the assessment of the native Customs and to accept the revenue, whatever it may be. The question was referred to the Board of Revenue. I do not know what decision was arrived at.

My intercourse with the Chinese authorities has been satisfactory on the whole, although I have frequently reason to regret that the local Mandarins at Pakhoi are only officials of inferior rank. When on a visit to Canton I endeavoured to call on the Governor-General, with a view of discussing the transit pass question, but he excused himself, as is his custom, on the plea of ill-health. The office of Deputy in charge of foreign affairs at Pakhoi is now held by a Mandarin of decidedly better position and standing than the gentleman who had it when I first arrived.

THE POLITICAL ATMOSPHERE AT FOOCHOW.

Mr. Consul Sinclair, in his report on Foochow for last year, under the heading "Political" says:—

Peace and order reign absolute throughout the district; joy and contentment have succeeded to the anxiety and dire discomfort which were brought upon the people by the French attack in 1884.

Much persuasion was needed to get the fugitives back to their homes, and to resume their domestic habits.

As a make-up for past misfortune, the harvests, both early and late, have been abundant, making food plentiful and cheap. In this manner have affairs once more returned into their original happy groove. Possibly disturbances may be created by the large bodies of disbanded soldiers while on their way through the provinces to their native villages. Without employment and without money, they must rob to live; possibly unforeseen trouble might grow out of this. Some of these Hoonan troops began robbing money-shops even here in the capital; the beheading at once of two of the culprits, and the exposure of their heads, put an end to further attempts at robbery and burglary.

The authorities have their eyes on these bands of robbers wherever they appear, whose movements are being strictly watched.

Our relations at this port with the native authorities, high and low, are on a just and cordial footing. I find no difficulty in gaining attention for British claims when well founded and not exaggerated.

Under the present Viceroy, Yeng-chaang-suh business is conducted with regularity, and, I may add, with promptitude. Missionaries and converts are left quiet and undisturbed. This is an improvement on the old system under the late Viceroy.

I am happy to say the high officers of Government—the Tartar General commanding the Manchoo forces in the province; the Viceroy of these two provinces, residing at Foochow—make no difficulty, as in years past, in returning the visits of the Consuls. They are, indeed, beginning to understand international courtesy. They have even taken the initiative of paying the first visit on arrival to the Consuls; for example, the new Tartar Commander-in-Chief, the highest official at the port, condescended on his arrival, a few months back, to make the first call on the Consuls.

Shortly before this, the late Tartar General, Muh-Too-shen (at present Imperial Commissioner at Moukden, in Manchuria), did the Consuls the honour to visit them, to take personal leave on his departure for Peking. In the same manner the Viceroy has called personally on the Consuls in return for their visits to him.

This new turn in our relations with the high authorities is gratifying, and I doubt not Her Majesty's Government will be pleased to learn it, for these outward civilities are not without their value, inasmuch as they add weight and give importance to the position of Consuls in the estimation of all classes of the native population.

Much of this happy change in the aspect of affairs may probably proceed from a recognition on the part of China of the desire of Great Britain to be just and friendly towards this great Empire, and it may be also partly due to the auspicious advent of a Minister so distinguished as the late Sir Harry Parkes to conduct the affairs of Great Britain at Peking.

CHINESE IMMIGRANTS IN JAMAICA.

The reports of the Protector of Immigrants of Jamaica for the years 1884 and 1885, afford some very interesting information upon an experiment never before made, *viz.*, of employing Chinese labour to supplement that of the coolies hitherto indented for exclusively from India. The experiment, however, has so far given promise of no advantageous results. The Secretary of State for the Colonies, at the urgent request of the West India Committee, in 1884, sanctioned the proposal that Hongkong should be named as a port from which immigration into the island of Jamaica should be permitted, and applications followed for no less than 1,100 Chinese by proprietors in England for their estates. Mr. Ryrie, a member of the Legislative Council of Hongkong was appointed Emigration Agent, a German steamer was chartered, and in July of the same year she reached Kingston harbour, having on board 680 Chinese immigrants, of whom 606 were adults. One of the results ascertained has been to prove that the cost of immigration from China ranges far higher than from the East India. This, however, has not been regarded of such consideration as the conduct and character of the Chinese themselves, who no sooner set foot upon West Indian soil than they commenced to give trouble to the authorities. Intractable and demanding exorbitant wages, which could not be complied with, the result was that, after the arrival of the first batch, orders already forwarded for the engagement of other Chinese immigrants were countermanded by the Governor, while the planters themselves, with only one exception, expressed a wish to receive no more. The refusal of the new arrivals to perform any work led, after the most patient persuasion, to criminal proceedings against some of the offenders, resulting in the conviction of seven, from one state alone, who in default of payment of the fines inflicted upon them, were handed over to the police to be conveyed to jail, there to be detained for 30 days. This led to an attack upon the latter, by the prisoners' countrymen, in which stones and sticks were freely used; the police were maltreated, and the men were rescued, but one Chinaman was killed in the fray. By degrees, however, the immigrants commenced to settle down to work, and afforded indications of a promise to become useful labourers. The Protector of Immigrants, in his report for 1884, describes them as "very intelligent and neat in their work," but "very turbulent, quick and vindictive in temper." Even amongst themselves, much difficulty has been experienced in getting them to keep the peace towards one another, but this circumstance may, no doubt, be traced to the fact that among the first batch which reached the island, were included representatives of two different races, the "indwellers" and the "strangers," between whom, we are told, "there have been more than two centuries of hatred and feud." To have selected men from sects of such opposite characters, especially for an experimental trial appears to have been a want of policy on the part of the Emigration authorities in China; and subsequent events have proved this to have been so. Though, last year, the conduct of the Chinese coolies was reported, on the whole, to have shown considerable improvement, it was far from being entirely or uniformly satisfactory. As regards physical power and quality of work performed, the Protector of Immigrants describes these labourers as unexcelled; but, unhappily for the island, they are so uncertain in their conduct that managers of estates cannot depend upon them to work when most required, the Chinese labourers selecting the most inconvenient times for going on strike—a proceeding to which they frequently resort. The slightest grievance, writes Mr. Cook, the Protector, whether real or imaginary, on the part of the labourers, will frequently cause a combination and strikes amongst all the Chinese on an estate, and when at day labour the most able-bodied will perform no more work than the weakest; when in good humour, however, they do remarkably well at task work, but they tire of good behaviour very readily, and often, apparently out of pure mischief, go on strike and retard the work of an estate. Desertions among them are also current, and this is another feature militating against their value—one estate, in 1885, having lost half its number of Chinese coolies, while in another all decamped save the headman. From all these circumstances, therefore, it is evident that the experiment of introducing into the West Indies Chinese coolies as labourers, has, almost in its inception, proved an utter failure. Fortunately for Jamaica, however, the improved state of affairs observable in 1885, as described in the Protector's reports, affords some hope that, ere long, her own people may return in large numbers, to the occupation followed by them in years gone by, and thus fill many of the occupations for which their previous independence has necessitated the employment of coolies from the East Indies. It will not for a long series of years be possible for Jamaica to rely entirely upon her own negro population for sufficient labour to carry on her immense sugar industry. They have become accustomed to work only on their own lands, or on lands held by them on lease, and being thus themselves landlords and planters, they have scorned the idea of labouring for others. In many of the most important sugar-growing districts in Jamaica there has, for the past three or four years, been an absence of the usual heavy rains, and the food crops of the small settlers have in part failed, at the same time a demand for Jamaica-grown food stuffs has sprung up in Colon, and there is now an export trade with the isthmus of Panama resulting in a rise of prices generally in the former island. Native grown food has become dearer, and not so plentiful as hitherto, and many persons, the Protector reports, now seek work in sugar estates who were before content to rely for their support and that of their families in the cultivation of their own small "patches," and while this state of affairs continues imported labour will not be greatly needed.—*Indian Daily News.*

A SPEED OF FORTY KNOTS AN HOUR IN STEAMERS.

The Spanish Government have contracted with Messrs. Yarrow and Co. for the construction of two torpedo boats capable of attaining a speed of 25 knots an hour. But there is every probability that this speed will soon be greatly exceeded; and in a paper which has just been read before one of the Engineering Societies of London, it has been shown by Mr. C. Hurst, of the Engineering College at Chiswick, how a speed of 40 knots may without difficulty be attained. It has been conclusively shown that in vessels of the same form but of different sizes the resistance varies as the cubical capacity at speeds not identical, but varying as the square root of the increase of lineal dimension. Thus, says Mr. Hurst, if we take a first-class torpedo boat, 110 feet long, 12 feet broad, 6 feet 3 inches draught of water, 52½ tons displacement, 470 horse-power, and 21½ knots speed, we can from the performance of such a vessel determine what the performance will be of a vessel of the same form, but three times larger every way, or 330 feet long, 36 feet broad, 18 feet 9 inches draught of water, 1,417½ tons displacement, and 12,690 horse-power, seeing that the power and capacity of the large vessel to be proportionate to that of the small must be 27 times greater. The large and the small vessels will be the same in all respects, except that one is constructed on three times the scale of the other. But the speeds will not be the same, but will vary as the square root of the increase of lineal dimension, which is three times. The square root of three is 1·732, and the speed of the larger vessel will be 1·732 times greater than that of the smaller vessel, or it will be 37·6 knots an hour. If we take the larger vessel as four times the linear dimensions of the smaller, and of the same proportionate power the displacement will be 3,360 tons, and the power will be 30,080 horses. The speed will be 43¼ knots per hour. Reckoning

the weight of machinery at 60 lbs. per horse-power, as in Thornycroft's engines, the draught of water due to such weight will be 5·9 feet and if we take the weight of hull as equal to the weight of the machinery, the draught of water, with water in the boilers, but without coals or stores on board, will be 11 feet 8 inches. If we take the consumption of coals at 2lbs. per horse-power per hour, the total consumption per hour will be 26·8 tons; and if the speed be 43½ knots, or 49·4 statute miles, a voyage of 3,000 statute miles will be accomplished in 60·7 hours, with 1,629·44 tons of coal. This weight of coal will depress the vessel 12·12 feet, which brings up the draught to 23·92 feet, leaving a margin of about 150 tons for extra fuel and for stores. The cost of a vessel fitted to achieve a speed of 40 knots would, Mr. Hurst reckons, be somewhere about £250,000.

COMMERCIAL INTELLIGENCE.

THURSDAY, 24th June.

EXPORT CARGO.

Per American ship *Josephus*, sailed on the 20th June:—For New York—7,766 packages cassia, 2,841 packages fire crackers, 2,779 rolls matting, 834 bales straw braids, 398 packages hides, 350 cases gallnuts, 300 cases cassia buds, 100 cases essential oil, 95 cases earthenware, 94 bales rugs, 90 packages rattan, 81 packages rattanware, 62 bales wool, 26 cases chinaware, 25 packages preserves, 25 packages canes, 12 cases fans, and 276 packages sundries.

EXCHANGE.

ON LONDON.—
- Telegraphic Transfer 3/2¼
- Bank Bills, on demand 3/2½
- Bank Bills, at 30 days' sight 3/2¾
- Bank Bills, at 4 months' sight 3/2¾
- Credits, at 4 months' sight 3/3¼
- Documentary Bills, at 4 months' sight 3/3¼

ON PARIS.—
- Bank Bills, on demand 4.04
- Credits, at 4 months' sight 4.12

ON NEW YORK.—
- Bank Bills, on demand 78¼
- Credits, 60 days' sight 79½

ON BOMBAY.—
- Telegraphic Transfer 220¼
- Bank, on demand 222¼

ON CALCUTTA.—
- Telegraphic Transfer 220¼
- Bank, on demand 222¼

ON SHANGHAI.—
- Bank, at sight 71½
- Private, 30 days' sight 72¼

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—184 per cent. premium, buyers.

Union Insurance Society of Canton, Limited—$96 per share.

China Traders' Insurance Company's Shares—$78 per share, sellers.

North China Insurance—Tls. 300 per share.

Yangtsze Insurance Association—Tls. 118 per share.

Chinese Insurance Company, Limited—$175 per share, buyers.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$87½ per share, buyers.

Hongkong Fire Insurance Company's Shares—$415 per share, sellers.

China Fire Insurance Company's Shares—$87 per share, sellers.

Hongkong and Whampoa Dock Company's Shares—109 per cent. prem., sales and buyers.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$79 per share prem., sellers.

Indo-China Steam Navigation Co.'s Shares—3 per cent. premium, sellers.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$53 per share.

Hongkong Gas Company's Shares—$130 per share.

Hongkong Hotel Company's Shares—$197 per share, buyers.

China Sugar Refining Company, Limited—$98 per share, buyers.

China Sugar Refining Company (Debentures)—nominal.

Luzon Sugar Refining Company, Limited—$79 per share, sellers.

Hongkong Ice Company's Shares—$40 per share, buyers.

Hongkong and China Bakery Company, Limited—$120 per share.

Perak Tin Mining and Smelting Company—$10 per share.

Punjom and Sunghie Dua Samantan Mining Company, Limited—$6 per share, sales and sellers.

Selangor Tin Mining Company—$5 per share; nominal.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$60 per share, buyers.

Hongkong and Macao Glass Manufacturing Co., Limited.—Par, nominal.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—6½ per cent. premium.

Chinese Imperial Loan of 1884 C—8 per cent. premium.

Chinese Imperial Government 1885 Dollar Loan—3 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

June 24th.

Thermometer—9 A.M.	85
Thermometer—1 P.M.	87
Thermometer—4 P.M.	85
Thermometer—9 A.M. (Wet bulb)	80
Thermometer—1 P.M. (Wet bulb)	81
Thermometer—4 P.M. (Wet bulb)	80
Thermometer—Maximum	87
Thermometer—Minimum (over night)	83

HONGKONG TIDE-TABLE.

25TH JUNE TO 1ST JULY, 1886.

Day of Week.	Day of Month.	High Water: Hongkong Mean Time.	High Water: Height.	Low Water: Hongkong Mean Time.	Low Water: Height.
		h m	ft. in.	h m	ft. in.
F.	25	m 3 54	2 11	m 9 17	1 6
		1 40 a	3 5	9 18 a	0 1
Sat.	26	m 4 38	3 2	m 10 39	1 1
		3 40 a	1 11	10 0 a	0 6
S.	27	m 5 20	3 7	m 11 54	0 7
		6 50 a	1 9	10 50 a	0 6
M.	28	m 6 0	4 1	0 51 a	—0 1
		7 9 a	1 10	11 42 a	0 8
Tu.	29	m 6 40	4 7	1 43 a	—0 9
		8 12 a	1 11		
W.	30	m 7 21	6 0	m 0 33	0 9
		9 6 a	2 1	2 38 a	—1 4
Th.	1	m 8 0	5 5	m 1 23	0 9
		9 54 a	2 5	3 12 a	—1 10

CHINA COAST METEOROLOGICAL REGISTER.

23rd June, 1886, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Rain last 24 hours.
Manila	29.80	90	55	ESE	2	o	—
Haiphong	29.76	89	62	SE	1	o	—
Hongkong	29.90	84	76	S	1	o	—
Amoy	29.91	83	83	S	3	o	—
Foochow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	30.05	—	—	—	0	—	1.06
Wladiwostock	29.94	59	—	—	0	f	—

24th June, 1886, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Rain last 24 hours.
Manila	29.95	88	67	ENE	1	c	—
Haiphong	29.81	88	78	S	1	c	—
Hongkong	29.91	85	74	SSW	1	c	—
Amoy	29.91	83	83	SE	1	c	0.13
Foochow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	29.99	—	—	S	3	—	—
Wladiwostock	29.80	64	100	N	1	b	—

The Barometer has fallen. Gradients appear to be slight for S.E. winds. The temperature is high, the humidity moderate, and the weather cloudy.

W. DOBERCK.

Hongkong Observatory, 24th June, 1886.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.90	29.91	29.85
Temperature	84	85	84
Humidity	76	74	72
Direction of wind	S.	S.S.W.	S.
Force of wind	1	1	1
Weather	c.	c.	c.
Rain	—	—	—

W. DOBERCK.

Hongkong Observatory, 24th June, 1886.

NOTICES OF FIRMS.

NOTICE.

I HAVE Established myself at this Port as MERCHANT and COMMISSION AGENT from this date, under the Style and Firm of SIM KYE PANG & Co. (Chinese name 德裕).

Swatow, 15th May, 1886. [1244

NOTICE.

WE Have authorized Mr. ERNST RICHARD FUHRMANN to SIGN our Firm per procuration.

PUSTAU & Co.

Hongkong, 15th June, 1886. [1196

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE.

MR. E. L. WOODIN will ASSUME CHARGE of this Company's business at this Agency during my Absence from Hongkong.

A. McIVER, Superintendent.

Hongkong, 3rd June, 1886. [1127

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$8.50 .... per case of 2 dozen pints.
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$5 .... per case of 1 dozen quarts.
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For practical purposes the arrangement of the work is so complete, that a reference to its pages enable a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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" SIEMSSEN & Co. } and
" LANE, CRAWFORD & Co. } Shanghai.

Call attention to some of the Wines and Spirits consigned to their care by this well-known house:—

CLARETS, Mouton, Larose, St. Julien Medoc, both in Quarts & Pints.

"INVALIDS," & AMOROSO, SHERRY.

MANZANILLA SHERRY—very pale & dry

VINO PURO—a pretty delicate wine.

These Sherries are also shipped in Jars containing 4 gallons.

"INVALIDS" PORT, a most agreeable wine, approved by many Physicians.

SCOTCH WHISKY—of several sorts, viz:

In square bottles—Napier Johnstone's.

In round bottles—C. P. & Co.'s, "Heart shaped label."

In round bottles—The celebrated Glenlivat

IRISH WHISKY—only the best.

COGNAC—from the very best to medium quality.

This Firm's Cognacs are too well known to need recommendation. Prices on application. [1996

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1885.

WEEK DAYS. Leaves Kowloon.	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	*10.15 "	11.00 "	12.00 NOON.
*10.45 "	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 "	1.30 "	2.00 "
1.30 "	2.00 "	2.30 "	3.00 "
2.30 "	3.00 "	3.30 "	4.00 "
3.30 "	4.00 "	4.15 "	4.30 "
4.15 "	4.30 "	4.50 "	5.10 "
4.50 "	5.10 "	5.25 "	5.40 "
5.25 "	5.40 "	5.55 "	6.15 "
5.55 "	6.15 "	6.45 "	7.00 "
6.45 "	7.00	7.15 "	
7.15 "			

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [33

INTIMATIONS.

NOTICE.

THE Public of Hongkong are informed that Gentlemen wishing to have MUSICIANS (VIOLIN, HARP and GUITAR) at any party, will find them by communicating to No. 37, POTTINGER STREET, 2ND FLOOR.

Hongkong, 19th June, 1886. [1216

HONGKONG HOTEL.

CUSTOMERS are requested to make their CHEQUES and/or ORDERS, Payable to the HONGKONG HOTEL COMPANY, LIMITED.

By Order,

L. HAUSCHILD, Secretary.

Hongkong, 1st May, 1886. [911

KEATING'S INSECT POWDER.

BUGS, FLEAS, MOTHS, BEETLES, and all other Insects, are Destroyed by KEATING'S INSECT POWDER, which is quite harmless to Domestic Animals. In exterminating Beetles the success of this Powder is extraordinary, and no one need be troubled by those pests. It is perfectly clean in application. Ask for, and take no other than "KEATING'S POWDER," as imitations are noxious, and fail in giving satisfaction. Sold by all Chemists in Bottles. [922

SQUARE BOTTLE WHISKY

NAPIER JOHNSTONE'S BLEND, Superb Quality, CUTLER, PALMER & Co.'s SELECTION.

Apply to LANE, CRAWFORD & Co., Hongkong.

2310

THE Cheapest place for JAPANESE GOODS in Hongkong is CASSUMBHOY'S WAREHOUSE, BEACONSFIELD ARCADE.

JAPANESE and CHINESE CURIOS in large Stock at Reasonable Prices. Fresh arrivals daily. FURNITURE, New and Second-hand, in great Variety. Inspection is invited. [23

HING KEE,

STEAM LAUNCH Co.,

Have always on hand supplies of the best COAL for HOUSES, STEAMERS, & SHIPS at MODERATE TERMS.

No. 13, TUNG MAN LANE, HONGKONG.

Hongkong, 17th September, 1885. [158

IRON-FRAMED PIANOS.

BY

M. F. RACHALS & Co., HAMBURG.

COTTAGE PIANOS, Shanghai Tls. 235 & 300
GRAND PIANOS, ... Shanghai Tls. 450

SOLE AGENT FOR CHINA AND HONGKONG.

SYDENHAM MOUTRIE, THE PIANOFORTE AND MUSIC WAREHOUSE, Shanghai.

14th May, 1886. [89

THE HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO-BOAT COMPANY.

THIS Company will receive STEAMERS and SAILING VESSELS alongside their WHARVES at KOWLOON, Land, and Store GENERAL CARGOES, in FIRST CLASS GRANITE GODOWNS at 30 Cents per ton weight or measurement, including SEVEN Days Free Storage:—

Wharfage for Craft under 375 feet...$60.00
" " over 375 feet...$75.00

and also Undertake the Re-shipment, delivery into Craft alongside the Wharves, or at any of the principal receiving places on this side at 3 at 8 Cents per package.

FERRY.

One of the Company's Steam Launches will Run Daily (Sundays included) starting punctually from Pedder's Wharf and the Company's Wharf at Kowloon, and convey Passengers to and fro FREE OF CHARGE.

LEAVES KOWLOON at 6.15 A.M., 7.15, 7.45, 8.15, 9.00, 10.00, 11.00, 12.00, 1.00 P.M., 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, and 11.30.

LEAVES HONGKONG,

6.30 A.M., 7.00, 7.30, 8.00, 8.30, 9.30, 10.30, 11.30, 12.30 P.M., 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 11.00, 12.00.

For Further Particulars, &c.,

Apply to W. KERFOOT HUGHES, Agent, Pedder's Street.

Hongkong, 6th May, 1886. [952

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 26th August, 1885. [35

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ANTONIO, Brit. str., Wallace.—Russell & Co.
BAN LEE, Siamese bk., M. Martin.—Chinese.
CICERO, Brit. str., George.—Arnhold, Karberg & Co.
DON ENRIQUE, Brit. sh., B. Cremor.—Carlowitz & Co.
DUBURG, Ger. str., Bertelsen.—Bun Hin Chan.
GOTHA, Ger. bk., Sebelin.—Carlowitz & Co.
G. R. SKOLFIELD, Amr. ship, Dunning.—M. B. Kaishia.
IMPORTER, Amr. bk., Bessels.—Melchers & Co.
JAPAN, Brit. str., Gardner.—David Sassoon, Sons & Co.
JOHANN, Ger. str., Binge—Wieler & Co.
LADY HAREWOOD, Brit. bk., Williams.—Wieler & Co.
LENNOX, Brit. str., Thearle.—Adamson, Bell & Co.
PLAINMELLER, Brit. str., Rowe.—Takasima Colliery.
QUEEN OF ENGLAND, Siam. bk., Safa.—Chinese.
ST. DAVID, Amr. ship, W. W. Foss.—Douglas Lapraik & Co.
WANDERING MINSTREL, Brit. sch., J. J. Hudson.—Arnhold, Karberg & Co.
YORKSHIRE, Brit. str., Arnold.—Russell & Co.

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and Ports on the YANGTSZE).

THE Company's Steamship

"KUTSANG,"

Captain Young, will be despatched as above TO-MORROW, the 26th inst., at FOUR P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd June, 1886. [1240

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PALINURUS,"

Captain Jackson, will be despatched as above TO-MORROW, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st June, 1886. [1076

FOR SHANGHAI AND YOKOHAMA.

THE British Steamer

"CELTIC MONARCH,"

Captain Brooks, will be despatched as above on or about the 26th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd June, 1886. [1241

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Talbot, will be despatched for the above Port on MONDAY, the 28th inst., at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong 23rd June, 1886. [1239

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"ULYSSES,"

Captain Bremner, will be despatched as above on MONDAY, the 28th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st June, 1886. [1230

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOURABAYA, (VIA SAIGON, AND SINGAPORE).

THE Company's Steamship

"CELEBES,"

Captain Joon, will be despatched as above on or about the 28th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 21st June, 1886. [1231

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"MEDUSA,"

Captain E. Perini, will be despatched as above on FRIDAY, the 2nd July, at NOON.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH, Agent.

Hongkong, 18th June, 1886. [388

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA).

Taking Cargo on through Bills of Lading to VLADIVOSTOCK.

THE P. & O. S. N. Co.'s Steamship

"TEHERAN,"

will leave for the above place on SATURDAY, the 3rd July, at TWO P.M.

E. L. WOODIN, Acting Superintendent.

Hongkong, 22nd June, 1886.

FOR SINGAPORE, PENANG, AND RANGOON.

THE Steamship

"NURJAHAN,"

will be despatched as above on or about the 6th July.

For Freight or Passage, apply to N. MODY & Co., Agents.

Hongkong, 23rd June, 1886. [1238

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"SURAT,"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Acting Superintendent.

Hongkong, 22nd June, 1886.

FOR SAN FRANCISCO.

THE 3/3 L I.I. American Ship

"ST. DAVID,"

Frost, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 28th May, 1886. [1081

FOR SAN FRANCISCO.

THE 3/3 L I.I. American Ship

"GEO. R. SKOLFIELD,"

C. Dunning, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to MELCHERS & Co.

Hongkong, 26th May, 1886. [1066

FOR NEW YORK.

THE 3/3 L II. American Ship

"HENRY S. SANFORD,"

Pendleton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 16th June, 1886. [1195

VESSELS ON THE BERTH.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ROSETTA," Captain G. W. Brady, with Her Majesty's Mails, will be despatched from this for LONDON direct via SUEZ CANAL and usual Ports of call, on THURSDAY, the 1st July, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Passengers and Cargo for Marseilles.

E. L. WOODIN, Acting Superintendent.

Hongkong, 21st June, 1886.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING," will be despatched for San Francisco, via Yokohama, on SATURDAY, the 3rd July, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 14th June, 1886.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "SAN PABLO," will be despatched for San Francisco, via Yokohama, on TUESDAY, the 13th July, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 23rd June, 1886.

FOR HAVRE AND LONDON.

THE 3/3 A1 Austr. Ship

"LEONORA,"

Moreson, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co.

Hongkong, 17th June, 1886. [1200

FOR HAVRE AND LONDON.

THE 3/3 L II British Ship

"DON ENRIQUE,"

Cremor, Master, shortly expected here, will load for the above Ports, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 11th May, 1886. [980

FOR HAVRE AND HAMBURG.

THE 3/3 L II Norwegian Ship

"BONA FIDES,"

Nielsen, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 3rd May, 1886. [917

FOR NEW YORK.

THE 3/3 L I.I. British Ship

"GLOAMING,"

Captain Densmore, will load here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 21st June, 1886. [1221

FOR NEW YORK.

THE 3/3 L II German Bark

"ALMA,"

Alberts, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 19th May, 1886. [1025

TEN YEARS IN THE FAR EAST.

JUST PUBLISHED.

DEMY 8vo. pp. 163, CLOTH, $2.00.

EVENTS IN HONGKONG AND THE FAR EAST, 1875 TO 1884,

Arranged Chronologically, with Copious INDEX, by which the date of any event can be found at a glance.

Forms a complete register of POLITICAL, COMMERCIAL and SOCIAL OCCURRENCES, WRECKS, SHIPPING CASUALTIES, FIRES, TYPHOONS, &c.

DAILY PRESS Office, Wyndham Street.
KELLY & WALSH, Queen's Road.
W. BREWER, Queen's Road.

Hongkong, 28th April, 1885.

MAIL EXPECTED.

THE AMERICAN MAIL.

The O. & O. steamer *San Pablo*, with the next American mail, left Yokohama on the 22nd, and is due here on or about the 28th inst.

STEAMERS EXPECTED.

The Union Line steamer *Northern* left Singapore on the 19th, and is due here on or about the 25th instant.

The O. S. S. Co.'s steamer *Ulysses* left Singapore on the morning of the 20th, and is due here on the 26th instant.

The D. D. R. steamer *Lydia* left Singapore on the 21st, and may be looked for here on or about the 27th instant.

The Glen Line steamer *Glenfruin* left Singapore on the 22nd, and is due here on the 28th instant.

The steamer *Nurjahan* left Singapore on the 22nd, and is due here on or about the 28th inst.

The O. S. S. Co.'s steamer *Stentor* left Perim on the 13th instant, and is due here on the 1st proximo.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*; or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be noted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

The Postal Guide for 1886, revised to date will be found in the *Daily Press* Directory, p. 385 large edition, p. 701 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Yokohama.—Per *Volga*, to-day, the 25th instant, at 9.30 A.M.

For Shanghai.—Per *Glenlyon*, to-day, the 25th inst., at 11.30 A.M.

For Shanghai.—Per *Saghalien*, to-day, the 25th inst., at 3.00 P.M.

For Nagasaki, Wladiwostock, and Nicolajefsk.—Per *Alwine Seyd*, to-day, the 25th inst., at 3.30 P.M.

For Shanghai.—Per *Kutsang*, to-morrow, the 26th inst., at 3.30 P.M.

For Saigon.—Per *Japanese*, to-morrow, the 26th inst., at 4.30 P.M.

For Amoy and Manila.—Per *Zafiro*, on Monday, the 28th inst., at 4.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Teheran*, on Saturday, the 3rd July, at 1.30 P.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Rosetta* will be despatched on THURSDAY, the 1st July, with Mails for the United Kingdom, Europe and countries beyond, *vià Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Oxus* will be despatched on THURSDAY, the 8th July, with Mails for the United Kingdom, Europe, and places beyond, *vià Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

The Stamps tendered for sale must not exceed $50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

SOLDIERS' AND SAILORS' LETTERS.

(1.) Privates in H. M. Army or Navy, Non-commissioned Officers,* Bandmasters, Schoolmasters (not Superintending or First Class. Writers, or School-mistresses may send half-ounce letters to the United Kingdom by the English Mail at the rate of two cents (one penny) each, or by the French Mail at the rate of four cents (two pence) each. The postage must be prepaid in Hongkong Stamps.

(2.) To other places not beyond Great Britain, such as India, Malta, &c., the postage is 2 cents (one penny).

(3.) The same privileges apply to letters addressed to the Private and Non-commissioned Officers named above.

(4.) The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent even with the ends open.

(5.)—If *from* a Soldier or Sailor his class and description must be stated in full on the letter the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c. in full. If *to* a Soldier or Sailor, his class and description with name of regiment, ship, &c., must be stated in full.

(6). Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, Assistant Engineers, Gunners, Boatswains, or Carpenters.

EXTRACT.

THE COMING DELUGE OF PETROLEUM.

The present year promises to be more memorable in the annals of petroleum than any since Colonel Drake inaugurated the system of boring for oil in 1859. In Egypt a copious supply of petroleum has been discovered, exactly where it was wanted; by the annexation of King Theebaw's dominions, England has brought under European control the vast oil deposits of Burmah; several steamers have successfully demonstrated that oil can be carried in bulk on the open waters of the world as well as on the land-locked Caspian, and the Russian Government has taken in hand the pipe-line, 560 miles long, destined at no distant period to enable the lamp oil at Baku to flow into the capacious cistern holds of vessels lying at anchor in the snug little harbour of Batoum. Enough has been written of late years about petroleum to disabuse the public mind of the oil impression that paraffin and petroleum are one and the same thing. Paraffin is a product obtained from an oily coal, called shale, and is chiefly manufactured in Scotland; petroleum, or "rock oil," exists already in a fluid form in the bowels of the earth, and on the surface of the earth being pricked flows or sprouts like water from an Artesian well. The time is within measurable distance when hundreds of floating cisterns, or tank steamers, laden with oil in bulk, will convey the illuminating fluid from Batoum and New York to every part of the world. These steamers will be fitted with furnaces for burning oil fuel, and one of the problems hitherto under discussion has been respecting the means that should be adopted for establishing for these steamers, and cargo steamers generally using hydro-carbon furnaces, oil depôts all over the world similar to the existing coaling stations. An excellent fuel petroleum has been discovered exactly where it was wanted, in close proximity to the Suez Canal, while as soon as Upper Burmah is organised, a vast supply can be sent in tank-steamers to Ceylon and Singapore. The recent opening up of the petroleum fields in Japan by the Japanese themselves guarantees a supply further east in the China Seas, and in this manner no obstacle any longer exists to the general use of petroleum furnaces in those parts of the world where coal is limited, and its use on board steamers and on locomotives is attended with suffering and discomfort. Many years ago a crude and ill-sustained effort was made to bring oil in cisterns in sailing-vessels from America to England, in order to dispense with the expensive and cumbrous system of conveyance in barrels, and when this attempt failed the matter completely dropped. More recently, in 1880, Mr. Ludwig Nobel, skilled engineer of a family of inventors, successfully constructed a tank-steamer, and there are now eighty of these on the Caspian and over one hundred on the Volga. Considerable ingenuity was needed to solve the problem of conveying tens of thousands of gallons of lamp oil in floating cisterns, and each vessel was an improvement on its predecessor; yet instead of starting from the latest Caspian type, English shipowners have been content to fit up sailing vessels in an amateur fashion, and shipbuilders have planned steamers without attempting to profit by the experience that has sprung from the hundreds of voyages in the Caspian Sea during the last few years. However, in spite of this, vessels with oil in bulk have successfully voyaged from America to London and Bremen, and from Batoum to Antwerp, and events have justified the opinion I expressed on my return from Baku in 1883, that if steamers laden with 100,000 gallons of lamp oil in tanks could weather the Caspian with its treacherous storms, and moreover convey such cargoes with immunity from explosion, similar vessels could be safely employed in the Atlantic and in Eastern seas. The *Sviet*, the first of a proposed fleet of twelve tank-steamers, built by the Black Sea Steam Navigation Company, has already run several voyages, with 150,000 gallons of lamp oil in bulk each trip, from Batoum to Odessa, and a Newcastle steamer, constructed for a German Company, has conveyed a cargo round Europe to Antwerp. To accommodate the vast quantities of petroleum which the opening up of new supplies and adoption of the bulk system are bringing into market, in London as well as in several Continental centres huge reservoirs are being erected, while the extension of the system to streets by the use of the Edward Phillips' tank-waggon promises to expel the cumbrous and expensive barrel from the transport trade in Europe as completely as it has done in Russia. Before long tank-steamers will bring lamp oil by the hundred thousand gallons in bulk from the American refineries to London. On its arrival it will be pumped into reservoirs, from those reservoirs it will be pumped or flow into railway tank-cars or street tank-waggons, and the latter will convey it to the tanks of the retail shopkeeper. If 4,000 tank-cars are too few for the conveyance of oil on the railways of Russia, how many thousands will be needed for the entire Continent, to say nothing of the vast market afforded by the two hundred and fifty millions of people of India just commencing to burn petroleum oil. The construction of these tank-cars and steamers, the manufacture of pipes for pipe-lines, iron reservoirs for storage purposes, oil-burning furnaces, street tank-waggons, and lamps, all furnish wide scope for British enterprise and capital; and it is to be hoped that the opportunities now presenting themselves will not be allowed to pass into foreign hands. By the annexation of Upper Burmah we have rendered ourselves a petroleum power, and both in developing the Burmese oilfields, to supply with light and fuel the vast neighbouring markets of India and China, and in becoming the bulk-carriers and the manufacturers of petroleum appliances in Europe, we have the means of making up for some of the losses we are experiencing through the decadence of older industries.—*Time.*

A RUSSIAN EXPERIMENT IN HOME RULE.

In the *Observer* there is an interesting reference to a Russian experiment in Home Rule, to which the writer satirically directs Mr. Gladstone's attention. The Grand Duchy of Finland enjoys autonomy—so much autonomy that she is virtually an independent State. But how has she obtained it? asks our contemporary. Why, simply by taking the concessions made to her by the Czar Alexander I., and using them like wedges to widen the crevices in her union with Russia. If, says the *Observer*, a strong autocratic Government like that of Russia could not prevent the germ of self-government in Finland developing into independence, how can a weak Government like that of England prevent Mr. Gladstone's "domestic Legislature" from growing into a separate Parliament? The condition of Finland is certainly a very curious one. It is true that she enjoys a great deal of Home Rule; but we should not describe her as virtually an independent State. Large as are her autonomic privileges, the Czar has kept in his hands a far greater amount of control than Mr. Gladstone would permit us to have over Ireland; and yet in some respects Mr. Gladstone's Ireland would not be so free as Finland. The Finns are a cleanly, thrifty, industrious, and singularly honest race of people. They have what Mr. Gladstone calls "a spirit of nationality so masculine" that they have not, like the Irish, lost their language or yielded easily on the field of battle to a foreign invader. Though they were reduced to straits that rendered resistance hopeless, yet they fought with such ferocity in 1721, in 1780-90, and last of all in 1809, against the Russians, that they extorted from the Czar the right of imposing conditions even on their conqueror. Alexander I. was, in fact, fain to grant Finland some constitutional liberty; and it was therefore not her conquest but her "union" with Russia which he found it convenient to proclaim. Following the advice of the astute Speransky, he accepted the principle that "Finland was a State, not a Russian province to be administered in common with other provinces." She was accordingly exempted from the twenty-five years conscription. She was permitted to manage her own army and finances, to have her own system of representative government, and to give her citizens an absolute monopoly of all official positions in her administration. The Constitution of Borgo, framed under the good influence of Speransky and when Alexander I. was full of progressist tendencies, gave Finland a great deal of independence. But it did not lessen the hatred of the Finnish peasants for Russian rule, any more than Mr. Gladstone's concessions to Ireland would lessen the hatred of the Irishry to England. The Diet which framed the Constitution in 1809 was not called together for fifty-three years, and the "Finnish Committee" at St. Petersburg governed the country in accordance with the autocratic ideas of Nicholas I. Yet that did not break the spirit of Finnish nationality. Slowly and pertinaciously the Finns regained their liberties. Since 1863 their Diet has been pretty regularly summoned every five years, and it has rarely met without widening the scope of Finnish autonomy. By steadily working for an enlargement of their privileges, and by cunningly avoiding open conflict with the Czar, the Finns have attained the position which now leads some of their admirers to describe Finland as "virtually an independent State." As a matter of fact, Finland is governed by a Diet which consists of four Chambers: nobles, clergy, burghers, and peasants; the latter elected in "two orders." It is summoned every five years by the Czar, to meet for a short session extending over four or five months. Each Chamber debates separately, but each only discusses the programme of legislation submitted by the Czar, and even then subject to the Imperial veto. The Imperial right of issuing decrees is not very clearly defined; but the theory is that no law can be imposed without the unanimous consent of the Chambers. When, however unanimity appears impossible, a committee of sixty, fairly representative of each Chamber, meets and arranges a compromise. If it fail, then the Finnish Committee at St. Petersburg, consisting of the Secretary of State for Finland and four members, two nominated by the Crown and two by the Senate of Finland, settle the matter. The Senate of Finland is nominated by the Czar, but its members are natives. It meets under the presidency of the Governor-General, who is also commander-in-chief of the Army, and who may be a Russian, in which case he is the only Russian who holds any office whatever in the country. The Senate is the supreme administrative authority, as the Diet or Seim is the supreme legislative authority. Everything is under senatorial control—except education, the Church, Customs, and the Army; which, with foreign affairs, are under the Imperial Government. The army of Finland consists of 70,000; and all the officers must be Finns, though the commander-in-chief, being Governor-General, may be a Russian. Finland coins its own money, manages its own debt, and is free of all entanglement with Russian finance; so much so that, whereas Russia cannot borrow money for less than 6 per cent., Finland can always borrow for 4½ per cent. in the open market, and the paper money of Finland circulates at par, whereas the Russian paper rouble is worth only six-tenths of its reputed value. Russia has meddled very little of late with the grand duchy; and yet the national movement has been stimulated rather than arrested by concessions of autonomy. Finland now seeks for absolute independence, and is using, as Ireland would, her autonomy as a stepping-stone to it. The Swedes were once the dominant race in Finland. As their language was till very recently the only official language, they monopolised all the offices; but they form only about one-seventh of the population. They find now, under extending autonomy, that they must either join the National party or be crushed; for the Finns hate the aristocratic Swedish caste just as the Irishry hate the loyal gentry in Ireland. Equality for the Finnish and Swedish languages being won, the next step is to be a democratic reform of the Constitution, with a view to the expulsion of every Swede from the public service. Thus the Swedes of the rising generation are abandoning their nationality and joining the Fennomanes; and the Finns welcome the adhesion of renegade Swedes just as Mr. Parnell welcomes the adherence of an Irish gentleman to his faction. The Fennomanes do not (says Prince Kropotkin), like the Poles, vainly dream of reviving the past. They aspire to create a new autonomous Finland by converting the Fennomanic movement, which is in the main a literary one at present, into a political, which is to be combined with an agrarian movement. Education after Finnish ideas, the monopoly of the Administration, the land freed from the Swedish caste—these are the objects which the Fennomanic party have in view. They are advancing from autonomy to independence so rapidly that the Muscovite Chauvinists are warning the Czar he will one day wake to find a hostile nation at the very doors of his capital.

—*St. James's Gazette.*

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Hongkong, 27th March, 1882. [744

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COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$85.00 to 87.50
Cotton Yarn, No. 28 to 32, per 400lbs.	$96.50 to 97.50
Cotton Yarn, No. 38 to 42, per 400lbs.	$106.50 to 109.00
Cotton Yarn, Bombay	$67.50 to 74.00
Chintz, per piece	0 to 1.75
Dyed Spotted Shirtings, per piece	$1.50 to 2.35
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
English Drills, 30 yards, per piece	$2.55 to 2.75
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.75 to 1.93
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.07 to 2.99
GreyT-Cloths, 24yds. &32in. 8lbs. p. pe.	$1.20 to 1.25
GreyT-Cloths, 24yds. &32in. 7lbs. p. pe.	$1.35 to 1.70
GreyT-Cloths, 24yds 36in 8lbs. YO p. pe.	$1.80 to 1.85
GreyT-Cloths, 24yds 36in 8lbs. VV p. pe.	$2.20 to 2.35
GreyT-Cloths, 24yds 36in 8lbs. XX p. pe.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.66
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
White Shirtings, 51 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.65
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.30
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, FF, per piece	$5.30 to 5.32
White Shirtings, HH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.54
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

[illegible], per pair	[illegible] to 3.50
[illegible] lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.75 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted, per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.85
Iron, Wire, per picul	$6.25 to 6.30
Lead, WB, per picul	$4.4 to 4.55
Lead, LB, per picul	$4.72 to 4.75
Lead, Hole Chop, per picul	$4.70 to 4.72
Quicksilver, English, per picul	$61.00 to 61.50
Quicksilver, American, per picul	$61.00 to 61.40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$22.00 to 22.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 2.18
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$17.20 to 17.50
Bees Wax, Hankow, Yellow, per picul	$14.00 to 46.50
Bees Wax, White, per picul	$72.50 to 73.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	$650 to 785
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Buffalo Cow Hides	$7.60 to 8.00
Camphor, packed, per picul	[illegible]
Camphor, Baroos, clean, per catty	[illegible]
Camphor, Refuse, per catty	$1,800 to 1,950
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.50 to 10.40
Coals, Sydney, per ton	$9.10 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Nails, per picul	$23.50 to 23.30
Cotton, Bombay, per picul	$15.50 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.30
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$16.30 to 16.53
Cotton, Tientsin, per picul	$17.00 to 17.70
Cotton, Tungchow, per picul	$17.50 to 18.00
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.19 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.52
Dates, Black, per picul	Tls. 2.8.5 to 2.9.7
Dates, Red, per picul	Tls. 2.2.0 to 2.3.5
Dried Lily Flowers	$7.65 to 7.75
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.50 to 1.55
Flour, American, per barrel of 100 lbs.	$3.20 to 3.30
Flour, American, per barrel of 200 lbs.	$6.2 to 6.45
Fungus	$20.00 to 30.00
Ginseng, American, 1st quality, p. picul.	$200 to 225
Ginseng, American, 2nd quality, p. picul.	$100 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$23.00 to 37.00
Melon Seeds, 1st quality, per picul	$4.95 to 5.38
Melon Seeds, 2nd quality, per picul	$4.57 to 4.70
Mushrooms, per picul	$38.0 to 43.55
[illegible]	$1.5 to 6.20
Peas, White, per picul	$2.15 to 2.50
Peas, Green, per picul	$2.25 to 2.30
Peas, Black, per picul	$2.15 to 2.17
Peas, Yellow, per picul	$2.00 to 2.12
Peas, Green Beans, per picul	$2.15 to 2.25
Pearl Barley, per picul	$6.0 to 7.9
Rice, Siam, No. 1, per picul	$1.82 to 1.84
Rice, Siam, No. 2, per picul	$1.70 to 1.71
Rice, Siam, milled No. 1, per picul	$1.64 to 1.65
Rice, Siam, milled No. 2, per picul	$1.40 to 1.42
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.72 to 1.74
Rice, Saigon, Straw bags	$1.70 to 1.71
Seaweed, Green, per picul	$1.93 to 2.10
Seaweed, Cut, per picul	$2.27 to 2.43
Sesamum, White, per picul	$1.05 to 1.10
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.0
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 29.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 5.50

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Betel Nut, per picul	$4.17 to .20
Pepper, White, per picul	$27.40 to 27.0
Pepper, Black, per picul	$18.50 to 18.50
Rattan, Straits, per picul	$5.25 to 5.45
Rattans, Bangar, per picul	$1.95 to 1.00
Sandal Wood, Malabar, per picul	$5.05 to 4.0
Sandal Wood, South Seas, per picul	$17.00 to 17.50
Sapan Wood, Manila, per picul	$1.45 to 1.55
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.90 to 7.54
Sugar, Shek-lung, White, No. 2, p. pcl.	$4.20 to 4.23
Sugar, Shek-lung, Brown, per picul	$2.27 to 2.34
Sugar Candy, Shek-lung, per picul	$8.55 to 8.57
Sugar Candy, Foochow, per picul	$8.77 to 9.79
Sugar Candy, Swatow, White, per picul	$5.04 to 5.15
Vermicelli, Tientsin, per picul	$7.5 to 7.70
Wood Oil, per picul	Tls. 3.0.5 to 3.0
Window Glass, per box	3.1.5 to 3.7

THE SHIPPING IN CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Alwine Seyd	June 23	A. Samme	Ger. str	558	Siemssen & Co	
Andalusia	Jan. 31	—	Brit. str	592	Russell & Co	Shanghai
Amoy	June 19	Köhler	Brit. str	815	Siemssen & Co	
Antonio	June 22	V. Pece	Brit. str	1200	Russell & Co	In Dock
Camerata	Oct. 15	Orsillo	Brit. str	1291	Adamson, Bell & Co	Shanghai
Celtic Monarch	June 21	J. Hitlitch	Brit. str	1368	Gibb, Livingston & Co	
Chusan	June 14	George	Brit. str	1631	Arnhold, Karberg & Co	
City of Peking	June 19	Dearborn	Amr. str	5079	P. M. S. S. Co	S. Francisco
Diomed	May 29	Jas. Mooney	Brit. str	515	Wieler & Co	
Devonshire	June 19	A. Purvis	Brit. str	1313	Russell & Co	
Fero	June 17	P. Sorensen	Ger. str	75	Siemssen & Co	
Formosa	June 23	Harris	Brit. str	675	Douglas Lapraik & Co	Tamsui
Glenlyon	June 22	J. Summers	Brit. str	1410	Jardine, Matheson & Co	Shanghai
Hankow	—	Lloyd	Brit. str	1221	Butterfield & Swire	Canton
Harter	June 23	Grandin	Brit. str	1196	Russell & Co	
Honam	—	F. Benning	Brit. str	1341	H. C. & M. Steamboat Co	Canton
Illuna	June 21	N. Emcke	Ger. str	297	C. M. S. N. Co	
Japanese	June 13	W. Moore	Brit. str	1204	Adamson, Bell & Co	
Johann	June 11	H. Blöge	Ger. str	427	Wieler & Co	
Kiukiang	—	A. H. Benning	Brit. str	1041	H. C. & M. Steamboat Co	Macao
Kwong-wai	June 21	J. W. Lawson	Chi. str	401	Chinese Government	
Lennox	June 17	J. Thearle	Brit. str	1327	Adamson, Bell & Co	
Medusa	June 24	F. Perini	A.-H. str	1776	A.-H. Lloyd's S. N. Co	Trieste
Melita	June 20	H. Morey	Ger. str	309	A. R. Marty	
P. C. ChomKlao	June 23	Lightwood	Brit. str	1011	Yuen Fat Hong	
Pilot Fish	—	Hosman	Brit. tug	161	H. & W. D. Co.	
Port Adelaide	June 23	F. West	Brit. str	2751	Siemssen & Co	
Powan	—	S. B. Lefavour	Brit. str	1811	H. C. & M. Steamboat Co	Canton
Propontis	June 20	G. Heasley	Brit. str	1387	Arnhold, Karberg & Co	
Saghalien	June 24	Homery	Fr. str	4033	Messageries Maritimes	Shanghai
Saltee	June 17	Laroda	Fr. str	323	A. R. Marty	
Sarthe	June 22	Birouissan	Fr. str	470	Arnhold, Karberg & Co	
St. Petersburg	May 30	Stronsky	Rus. str	1820	Captain	
Suez	May 17	W. M. Dodd	Brit. str	1383	Gibb, Livingston & Co	
Taichiow	June 15	Newton	Brit. str	882	Yuen Fat Hong	Bangkok
Thales	June 23	T. G. Pocock	Brit. str	820	Douglas Lapraik & Co	Coast Ports
Tritos	June 23	Bleichen	Ger. str	1406	Ed. Schellhass & Co	
Volga	June 20	Temple	Fr. str	885	Messageries Maritimes	Yokohama
Wah Yeung	Nov. 30	Y. Witt	Brit. str	313	Shing Kee	Canton
White Cloud	—	S. W. Goggin	Brit. str	651	H. C. & M. Steamboat Co	Canton
Wingsang	June 21	De St. Croix	Brit. str	1517	Jardine, Matheson & Co	Calcutta
Yorkshire	June 10	Arnold	Brit. str	1425	Russell & Co	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Abbie Carver	May 1	Pendleton	Amr. bk	934	Ed. Schellhass & Co	
Alfred Watts	June 10	H. A. Hyles	Amr. sh	1954	Douglas Lapraik & Co	
Allie Rowe	April 30	Phillips	Haw. bg	576	Gonsalves & Co	Honolulu
Alma	May 12	R. Alberto	Ger. bk	609	Carlowitz & Co	New York
Anton Günther	June 23	Steinbruggo	Ger. bk	411	Melchers & Co	
Ban Lee	June 18	M. Martin	Siam. bk	160	Chinese	
Birnam Wood	May 25	Gregory	Brit. sh	1333	Russell & Co	
Bonafides	May 22	Nielsen	Nor. sh	1002	Carlowitz & Co	Hamburg
Botvid	June 3	C. Henriksen	Nor. bk	580	Chinese	
Breeze	Feb. 25	Robinson	Brit. yacht	24	Order	
Caroline	June 8	D. Brun	Nor. bk	323	Wieler & Co	
Catalina	June 16	Pilkington	Brit. bg	481	Jardine, Matheson & Co	
Charles Dennis	May 31	L. Allen	Amr. sh	1652	Ed. Schellhass & Co	
Don Enrique	June 6	Cremor	Brit. sh	1344	Carlowitz & Co	London
E. J. Spence	June 8	J. H. Gill	Brit. bk	519	Order	
Eliz. Nicholson	Mar. 11	Grierson	Brit. bk	904	Arnhold, Karberg & Co	London
Falcon	June 27	Jorgenson	Siam. bk	359	Chinese	
Furness Abbey	May 27	Marcey	Amr. bk	1044	W. Legge	
G. C. Tobey	June 17	R. C. Delano	Amr. bk	1390	Ed. Schellhass & Co	
Gen. Bräutigam	June 19	A. Ziemann	Bel. bk	865	Messageries Maritimes	
Glooming	June 4	Densmore	Brit. sh	1493	Pustau & Co	New York
Gotha	May 23	H. Sehelin	Ger. bk	810	Carlowitz & Co	
G. B. Skolfield	April 15	Dunning	Amr. sh	1644	M. B. Kaisbia	S. Francisco
Halloween	May 4	R. F. Denton	Brit. sh	920	Russell & Co	
Hermann	May 26	M. Traulsen	Ger. bk	444	Wieler & Co	
H. S. Sanford	May 1	C. Pendleton	Amr. sh	1101	Russell & Co	New York
Importer	June 17	Bessels	Amr. bk	1207	Melchers & Co	
Inaymas	June 24	M. Krag	Ger. bk	303	Siemssen & Co	
James M. Stone	June 19	Barstow	Amr. bk	674	Order	
J. D. Peters	June 10	Lane	Amr. bk	1085	Messageries Maritimes	
J. H. Bowers	June 1	J. A. Plum	Amr. bk	697	Order	
J. M. Blaikie	May 30	Faulkner	Brit. sh	1778	Melchers & Co	
Kwong-tong	April 27	S. Morales	Chi. bk	621	Gonsalves & Co	Victoria
Lady Harewood	May 5	Williams	Brit. bk	382	Wieler & Co	
Leonora	June 12	Moreson	Aust. sh	1118	Arnhold, Karberg & Co	London
Oasis	June 11	Dillon	Amr. sh	1050	Melchers & Co	
Paul	June 24	F. Honerloh	Ger. bk	714	Siemssen & Co	
Q. of England	June 12	F. Safs	Siam. bk	542	Chinese	
St. David	April 16	W. W. Fros	Amr. sh	1535	Russell & Co	S. Francisco
Three Brothers	June 19	H. Kahloke	Brit. bk	360	Chinese	
Wagrien	June 7	C. Vincent	Amr. bk	180	Captain	
Walls Castle	May 31	H. Keunett	Brit. bk	626	Lane, Crawford & Co	
Wan. Minstrel	April 14	J. J. Hudson	Brit. sch	364	Arnhold, Karberg & Co	

MACAO.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang-ping	—	Holmes	Chi. str	960	C. M. S. N. Co	
Kiangchow	—	J. P. Hayland	Brit. str	284	H. C. & M. Steamboat Co	Canton
Recorder	May 28	J. H. Dutton	Brit. str	—	Order	

WHAMPOA.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Kutsang	June 21	Young	Brit. str	1125	Jardine, Matheson & Co
Kwang-lee	June 21	Andrew	Chi. str	1508	C. M. S. N. Co
Peking	June 23	Bonermann	Brit. str	951	Siemssen & Co
Velox	June 21	Kallsen	Ger. str	676	Ed. Schellhass & Co

CANTON.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Ch'ron Kamrye	July 26	Krag	Siam. bk	459	Chinese
Milton	Jan. 19	Scot	Brit. str	149	A. Levy

AMOY.

IN PORT ON 19TH JUNE, 1886.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Bylsi	June 15	P. Weiss	Ger. bk	333	H. A. Petersen & Co
Helena	June 6	C. Hansen	Brit. bk	555	Pasedag & Co
Il Avvenire	June 16	C. Rogers	Brit. sch	351	Chinese
Niederdorf	June 7	C. Rubarth	Ger. sch	197	Pasedag & Co
Tetuan	June 1	Roper	Brit. bk	437	Pasedag & Co

FOOCHOW.

IN PORT ON 19TH JUNE, 1886.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Charley	June 12	Holgt	Brit. bk	353	Master
John Potts	June 9	Cargill	Brit. bk	374	Master

SHANGHAI.

IN PORT ON 19TH JUNE, 1886.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Anna Bertha	May 28	Krause	Ger. bk	476	Captain
Austria	June 8	Dakin	Brit. bk	1106	Frazar & Co
Childwall	May 27	Watson	Brit. bk	1296	Melchers & Co
Chingtah	Sept. 17	—	Chi. bk	456	H. M. Schultz
C. of Aberdeen	June 11	Morris	Brit. bk	569	W. Hewett & Co
Farragut	June 16	Hardwick	Amr. sh	1476	Fearon, Low & Co
Hopeful	May 16	Kilgour	Brit. sch	216	Gibb, Livingston & Co
J. V. Troop	June 15	Farnsworth	Brit. sh	1295	Frazar & Co
Meridian	June 9	Lange	Siam. sch	293	T. W. Song
M. L. Cushing	April 11	Downs	Amr. sh	1575	C. & J. Trading Co
Plymouth	June 6	Coalfleet	Brit. bk	1312	Melchers & Co
Sarmatian	April 27	Kaenie	Brit. bk	119	Frazar & Co
Sidor	June 14	Scarlan	Brit. bk	240	Nils Moller

NAGASAKI.

IN PORT ON 5TH JUNE, 1886.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Kozaki Maru	—	Christensen	Barge	400	Kippon Yusen Kaisha

HYOGO.

IN PORT ON 15TH JUNE, 1886.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
J. S. Spinney	June 4	Curling	Amr. sh	1853	Smith, Baker & Co
Mary A. Troop	May 12	Young	Brit. bk	1118	Meyer & Co
Queen Emma	Jun.	—	Brit. bk	814	Walsh, Hall & Co
R. A. Belknap	May 5	Staples	Amr. sh	2251	C. & J. Trading Co

YOKOHAMA.

IN PORT ON 12TH JUNE, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Anglo-Indian	May 29	Richter	Brit. bk	400	Walsh, Hall & Co	
Archimede	Nov. 17	Walker	Brit. sh	1050	Master	
Assaye	May 10	Minus	Brit. bk	1350	Smith, Baker & Co	
Brunhilde	May 28	Phelps	Am. yacht	119	Captain	
Charles Dewo	June 10	Forsyth	Brit. sh	1026	Mourilyan, H & Co	
F. P. Stafford	May 4	Smith	Brit. sh	1359	Frazar & Co	
Garn	Nov. 6	Smith	Brit. sch	219	A. Clark	
Irby	June 5	Shaw	Brit. sh	1480	Messageries Maritimes	
Mercur	May 8	Dick	Brit. bg	2??	Chinese	
Narico	June 7	Walden	Brit. bk	278	Yok Chee	
Sophie	—	Sundwik	Rus. bg	231	—	
Triumphant	May 5	Lawrence	Amr. sh	1954	Smith, Baker & Co	
W. B. Flint	May 5	Pearson	Amr. bk	785	Frazar & Co	

MANILA.

IN PORT ON 24TH MAY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Almatia	Dec. 5		Am. sch	337	Master	U. States
C. F. Sargeant	April 29		Amr. sh	1618	Smith, Bell & Co	U. Kingdom
Formosa	Mar. 1		Brit. bk	1355	W. F. Stevenson & Co	U. States
Granite State	May 16		Amr. sh	1624	Peele, Hubbell & Co	U. States
Great Admiral	April 22		Amr. sh	1496	Macleod & Co	London
Kelverdale	April 22		Brit. sh	1191	W. F. Stevenson & Co	Tientsin
Louise	May 22		Ger. bg	280	Order	
Nervion	May 6		Span. bk	508	Smith, Bell & Co	
Orion	April 10		Nor. bk	636	Ker & Co	U. States
P. N. Blanchard	May 14		Amr. sh	1583	Macleod & Co	
President	May 7		Brit. bk	960	Smith, Bell & Co	
Steinrora	May 4		Brit. sh	1107	Finlay, R. & Co	
Timandra	April 28		Brit. sh	1129	Ker & Co	
Wandering Jew	April 17		Amr. sh	1650	Smith, Bell & Co	New York
Western Belle	May 7		Amr. bk	1083	Smith, Bell & Co	U. States

ILOILO.

IN PORT ON 22ND MAY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
E. L. Pettingill	Mar. 28		Amr. bk	811	Macleod & Co	U. States
Freeman	April 25		Amr. bk	1131	Lochhasser & Co	U. States
Pansy	May 7		Amr. sh	1131	Ker & Co	Manila
Seawitch	May 5		Amr. sh	1237	Smith, Bell & Co	Boston

CEBU.

IN PORT ON 20TH MAY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Carniola	May 18		Brit. bk	732	Smith, Bell & Co	U. Kingdom
Her. Campbell	April 12		Brit. bk	649	J. Smith	U. States
M. Neuss	May 15		Amr. sh	1245	Macleod & Co	New York
Melbrek	May 15		Brit. bk	867	Macleod & Co	U. States

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	840	Com. Hicks	Foochow
Audacious	double-screw iron frigate	14	4330	Captain R. H. Harris	Nagasaki
Champion	corvette	14	2340	Captain Powlett	Nagasaki
Cleopatra	corvette	14	2610	Capt. L. C. Keppel	Nagasaki
Cockchafer	gunboat	4	470	Lt.-Com. Boteler	Hongkong
Constance	corvette	14	2590	Capt. S. H. P. Dacres	Nagasaki
Daring	composite sloop	4	920	Com. Ed. H. M. Davis	Singapore
Elk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Hongkong
Firebrand	composite gunboat	4	460	Lieut. Com. Dickson	Nagasaki
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclear	Cruising
Heroine	corvette	8	1170	Capt. F. R. Blackburne	Hongkong
Leander	cruiser	10	5000	Martin J. Dunlop	Nagasaki
Linnet	gunboat	5	1050	Com. W. H. Marrack	Nagasaki
Merlin	composite gunboat	4	430	Lt.-Com. R. B. C. Brenton	Hongkong
Midge	double-screw gun-vessel	4	470	Com. Robilliard	Foochow
Pegasus	sloop	6	970	Act. Com. Farquhar	Hongkong
Rambler	composite gun-vessel	3	670	Com. W. Usborne Moore	Chusan
Sapphire	corvette	12	2360	Capt. R. G. Kinahan	Hongkong
Satellite	corvette	8	1400	Captain A. H. Alington	Hongkong
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Nagasaki
Tweed	double-screw gunboat	3	340	In Reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. Hoskyns	Hongkong
Wanderer	composite sloop	3	750	Com. O. Churchill	Nagasaki
Wivern	turret ironclad	4	1450	In Reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Singapore

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Abreck	Russian gunboat	7	300	Captain Sohanz	Vladivostock
Alert	American corvette	4	600	Commander J. C. Barclay	Yokohama
Aspic	French gunboat	4	—	Captain Rupé	Saigon
Comete	French gunboat	—	—	Captain Noirot	Haiphong
Djigit	Russian gunboat	—	—	Captain Muller	Vladivostock
Elisabeth	German corvette	21	2400	Com. Schering	Singapore
Ermak	Russian transport	4	80	Captain Koltchan	Vladivostock
Gornostai	Russian gunboat	6	80	Commander Stark	Vladivostock
Hugon	French corvette	—	—	Comdr. O. Touchard	Tourane
Iltis	German gunboat	4	340	Lieut.-Com. Hofmeir	Swatow
Kraysser	Russian cruiser	8	250	Captain Ostolopoff	Korea
La Clocheterie	French corvette	16	450	Captain de Boisbeyrac	Nagasaki
Marion	American corvette	—	—	Com. M. Miller	Wuhu
Marq. del Duero	Spanish gunboat	—	—	Capt. Jose Otao Manad	Hongkong
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Canton
Morge	Russian gunboat	7	80	Commander Moltsoff	Korea
Nautilus	German gunboat	4	1600	Captain Rötzer	Nagasaki
Nautilus	Austrian gunboat	—	—	Captain Spetzler	Shanghai
Nerpa	Russian gunboat	7	80	Commander Valronst	Vladivostock
Omaha	American corvette	12	—	Captain T. O. Selfridge	Yokohama
Ossipee	American corvette	8	800	Capt. J. J. McGlinsey	Yokohama
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Nagasaki
Primauguet	French corvette	17	550	Captain M. Buro	Shanghai
Rapido	Italian cruiser	5	350	Captain Cravosio	Shanghai
Rio Lima	Portuguese gunboat	4	100	Capt. Rafael d'Andrade	Hongkong
Roland	French cruiser	15	550	Captain Mayet	Chefoo
Sagittaire	French gunboat	4	100	Commander Krantz	Chefoo
Seevooch	Russian cruiser	13	—	Captain Surief	Korea
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Tamega	Portuguese gunboat	—	—	Capt. Avila	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Trenton	American frigate	14	3000	Captain Phythian	Singapore
Turenne	French frigate	14	4550	Captain Dupuis	Chefoo
Velasco	Spanish corvette	—	—	E. F. Batran	Hongkong
Vipère	French gunboat	4	160	Captain de la Peyrère	Chefoo
V. Monomach	Russian frigate	20	—	Captain Hiltebrandt	Nagasaki
Vostock	Russian gunboat	4	—	Commander Molchonsky	Vladivostock

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	450	265	Lim-kwok-chung	Hongkong
Chee-hing	Revenue cruiser	2	80	20	Chinese	—
Chien-jui	Revenue cruiser	2	80	17	do.	—
Chien-to	Viceroy's gunboat	7	450	265	J. Stewart	Hongkong
Chop-chung	Viceroy's gunboat	5	500	300	Chinese	Canton
Chop-sai	Viceroy's gunboat	3	320	200	do.	Canton
Hai-chong-ching	Viceroy's gunboat	3	320	200	do.	—
Hai-king-ching	Viceroy's gunboat	4	450	31	do.	Hongkong
Hoi-tung-hung	Viceroy's gunboat	8	350	200	do.	Canton
Lien-chi	Viceroy's gunboat	3	20	180	do.	—
Peng-chao-hai	Revenue cruiser	4	800	500	do.	Hongkong
Quang-on	Viceroy's gunboat	3	150	100	do.	Canton
San-hing	Viceroy's gunboat	3	150	100	do.	—
Tching-on	Viceroy's gunboat	3	150	100	do.	—
Tching-po	Viceroy's gunboat	3	150	100	do.	—
Tchun-tung	Viceroy's gunboat	3	170	170	do.	—

Printed and Published by R. CHATTERTON WILCOX, Wyndham Street, Hongkong.